



ONTARIO

First Session
of the
Twenty-Fourth Legislature
of the
Province of Ontario

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Toronto, Ontario, February 21, 1952, et seq.

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Volume XXIX

Tuesday, April 1, 1952.

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HON. (Rev.) M. C. DAVIES, - Speaker.

T W E N T Y - N I N T H D A Y

P R O C E E D I N G S

of the

FIRST SESSION OF THE TWENTY-FOURTH LEGISLATURE, HELD
IN THE PARLIAMENT BUILDINGS, TORONTO, ONTARIO, ON
THURSDAY, FEBRUARY 21st, 1952, et seq.

Hon. (Rev.) M. C. Davies, Speaker.

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Toronto, Ontario,
Tuesday, April 1st, 1952.

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The House having met.

2 o'clock p.m.

Mr. Downer in the Chair.

Prayers.

MR. SPEAKER: Presenting petitions.

Reading and receiving petitions.

Presenting reports of Committees.

MR. JOHN YAREMKO (Bellwoods): Mr. Speaker,
I beg leave to present the Third Report of the
Standing Committee on Legal Bills and move its
adoption.

THE CLERK-ASSISTANT: Mr. Yaremko from the
Committee on Legal Bills presents the following:

Your Standing Committee on Legal Bills
beg leave to present the following as their
Third Report:

Your Committee beg to report the following
Bills with certain amendments:

Bill No. 74 - An Act to amend The Trustee Act

Bill No. 89 - An Act to amend the Loan and Trust
Corporation Act.

All of which is respectfully submitted.

(Signed) John Yaremko,
Chairman.

Motion agreed to.

MR. SPEAKER: Motions.

Introduction of Bills.

THE MORTGAGES ACT

HON. D. PORTER (Attorney General) moves first
reading of a Bill intituled "An Act to amend the
Mortgages Act."

He said: Mr. Speaker, this Bill and the
three following Bills which will be introduced pro-
vide for a concurrent jurisdiction of the County
Court as well as the Supreme Court in certain cases.
Applications made under The Mortgages Act now have
to be made to a Judge of the Supreme Court. Cer-
tain applications under The Petition Act, Conveyancing
and Law of Property Act and the Vendors and Purchasers
Act, at present may only be made to a Judge of the
Supreme Court. These Bills are designed to give
jurisdiction to a County Judge where the land is
situate, to deal with these applications unless
either of the parties wishes to transfer it into
the Supreme Court.

Motion agreed to: first reading of the Bill.

THE PARTITION ACT

HON. D. PORTER (Attorney General) moves first reading of a Bill intituled "An Act to amend the Partition Act."

Motion agreed to: first reading of the Bill.

CONVEYANCING AND LAW OF PROPERTY ACT

HON. D. PORTER (Attorney General) moves first reading of a Bill intituled "An Act to amend the Conveyancing and Law of Property Act."

Motion agreed to: first reading of the Bill.

VENDORS AND PURCHASERS ACT

HON. D. PORTER (Attorney General) moves first reading of a Bill intituled, "An Act to amend the Vendors and Purchasers Act."

Motion agreed to: first reading of the Bill.

MR. SPEAKER: Orders of the Day.

HON. A. WELSH (Provincial Secretary): Mr. Speaker, I beg leave to present to the House the following:

51st Annual Report of the Ontario Northland Transportation Commission for the year ended December 31st, 1951.

HON. L. M. FROST (Prime Minister): Mr. Speaker before the Orders of the Day, I might say that this is a unique occasion, this 1st day of April, 1952, for several reasons.

The first of them is that on this occasion we have in the House no less than two Leslie Blackwells.

Introduction

The purpose of this study is to investigate the effects of

the following factors:

1. The effect of the independent variable on the dependent variable.

2. The effect of the control variable on the dependent variable.

3. The effect of the interaction between the independent and control variables.

The results of the study are presented in the following sections.

4. The effect of the independent variable on the dependent variable.

5. The effect of the control variable on the dependent variable.

6. The effect of the interaction between the independent and control variables.

7. The effect of the independent variable on the dependent variable.

8. The effect of the control variable on the dependent variable.

9. The effect of the interaction between the independent and control variables.

10. The effect of the independent variable on the dependent variable.

11. The effect of the control variable on the dependent variable.

12. The effect of the interaction between the independent and control variables.

13. The effect of the independent variable on the dependent variable.

14. The effect of the control variable on the dependent variable.

15. The effect of the interaction between the independent and control variables.

16. The effect of the independent variable on the dependent variable.

17. The effect of the control variable on the dependent variable.

18. The effect of the interaction between the independent and control variables.

19. The effect of the independent variable on the dependent variable.

20. The effect of the control variable on the dependent variable.

21. The effect of the interaction between the independent and control variables.

22. The effect of the independent variable on the dependent variable.

23. The effect of the control variable on the dependent variable.

24.

For a number of years this House had one Leslie Blackwell, and he was a sufficient handful for all of those who were associated with him and for those who were aligned against him in this Chamber. But, sir, today we have two persons bearing that name; we have the genial former hon. member and Attorney General here in the House, and we have his namesake Mr. Justice Leslie Blackwell from South Africa, and I am going to take this opportunity, sir, of introducing Mr. Justice Blackwell and his distinguished namesake in this Province to this House and ask them to acknowledge the introduction.

As regards Mr. Justice Blackwell. He is a distinguished jurist from South Africa. Our Leslie Blackwell, of course, is of Irish extraction, not only of Irish extraction but, like my wife, completely and overwhelmingly Irish, coming from Victoria County.

Mr. Justice Blackwell is an Australian by birth, but educated in South Africa, and there he has taken for almost the period of a lifetime an active part in the affairs of that country. Entering into business in Johannesburg as a lawyer in 1908 he practised for thirty-five years. From 1915 until 1943 -- a period of twenty-eight years -- he was a member of the Parliament of South Africa, a contemporary of that great South African General Smuts, and a member of his Party. In 1943 he became a Supreme Court Justice and has since that

time occupied that position.

It was a very great pleasure to have a chat with Mr. Justice Blackwell about that very interesting country, South Africa, and to exchange views with one who has been associated with that land since his earliest days. Mr. Justice Blackwell is in this country addressing the Canadian Institute of International Affairs and has, I think, several addresses to make across Canada.

It is a pleasure to have this distinguished citizen of South Africa with us today, and it is a very great pleasure also to have our distinguished former colleague and member of this Assembly, the Hon. Leslie Blackwell, here today. I was just expressing the hope -- I do not know just how it was received by the Ontario Leslie Blackwell -- that he some of these days might become a Mr. Justice Blackwell, and I am sure he would make a great contribution to this land, if it ever happened that he should be appointed to such a distinguished post.

Mr. Speaker, I am going to adopt the somewhat unusual course of asking our distinguished guest from South Africa and his namesake in this Province to rise and bow to the Assembly.

Might I also mention something further about this day, the 1st day of April, 1952. This is the birthday of our friend from Brant, who is absent from the House. I imagine that my friend from Brant will come in a little later on. Being perhaps

a little bashful, he might not want to come in on this occasion.

I have no idea, sir, as to his age. I have lost count. Perhaps the hon. Leader of the Opposition (Mr. Oliver) might tell us, but he has been in this House now for thirty-three years and I would say, sir, that his political health has remained astoundingly good, despite the fact that there are many of us who have attempted to see that his political health was not so good. It is a pleasure for us all, sir, to know that the hon. member for Brant (Mr. Nixon) is in such fine physical and mental health and vigour and that he is still able to make a contribution to this country.

We regret very much, of course, on this side of the House that we have not been able to temper his views with some of the fine views that we believe we possess on this side of the House and those on the other side of the House. Around my hon. friend, but nevertheless it is a great pleasure to have him here and to listen to such a contribution, as he made the other day on the Budget Address; indeed

a very fine and able contribution, making the best, as he would, of a case that was not the strongest but nevertheless a very excellent case.

I would like on behalf of the Government members of the House to extend to him and to his wife our very best wishes.

There is still another anniversary. On the 1st

day of April fifty-three years ago the hon. Minister of Agriculture (Mr. Kennedy) is said to have started farming. Is that not right, Mr. Minister of Agriculture?

MR. KENNEDY: Yes.

MR. FROST (Prime Minister): Fifty-three years ago today. I had a father-in-law who at that time was a member of this House and who had the habit of being born everywhere in Victoria County. Wherever the political circumstances suited, he was born. I do not know whether that is the case with my friend the hon. Minister of Agriculture. Today he is presenting his Estimates to the House, and I understand that the hon. members of the House are determined to "put him through his paces" today. I understand that is the case, but in any event the hon. Minister of Agriculture on this occasion celebrates fifty-three years of active service on the farming front.

I can say to hon. members of the House that the hon. Minister of Agriculture started off as a lawyer. He was going to Osgoode Hall when sickness caused him to interrupt his course there. It may have been the fact that the hon. Minister of Agriculture had that spot of law that makes him such a potent force in this province. I say that to the rural hon. members here who are always telling the lawyers and others in the House what a nuisance they are. However, as I say, the hon. Minister started off as a lawyer, and then fooled everybody by becoming a farmer.

I would not say that since that time the hon. Minister has ever fooled anybody or attempted to do so, but in any event, sir, he is here as a farmer and a representative of the farming interests in this province.

I would also like to mention another fact which came to my attention this morning, and that is the fact that seventy-five years ago today on the 1st of April, 1977, one Charles A. Fitch became a member of the Civil Service and is still a member of the Civil Service. I have often thought that possibly the reason the present Attorney General and former Attorneys General have been able to make such contributions to this province, is the fact that "Charlie" stands beside them, and tells them how to get along.

Mr. Fitch was appointed on the 1st of April, 1877 as a messenger in this House and he still is in active service and on the payroll of the province. He used to be the Chief Clerk of the Department until he was appointed in 1820 as Auditor of the Criminal Justice Accounts. Mr. Fitch is a very interesting man. He has told me of the day he came up to this House with Sir Oliver Mowat in a carriage; that would be back about 1893, I imagine, and Sir Oliver Mowat called him "Charlie." The present Attorney-General calls him "Charlie," the former Attorney-General, I believe, called him "Charlie," so he has been "Charlie" to various Premiers and Attorneys-General over that period of time.

I believe I told the House of one occasion that Mr. Fitch mentioned, that in coming up here in the carriage, Sir Oliver -- who as you know was the Premier and Attorney General for twenty-four years -- said to him, "Charlie, we will never be able to fill that building," and of course, as you know, in the early days this building was a huge place. I often wonder what Sir Oliver would say now when we are bursting at the seams and trying to find places all over Toronto in which our Civil Service and our Governmental Departments can function.

However, it is very nice, sir, to have this opportunity of acknowledging the services of Mr. Fitch and hoping he may be long spared, and have the health and strength to continue to serve the people of this Province.

MR. F. R. OLIVER (Leader of the Opposition):
Mr. Speaker, in what I am sure is the temporary absence of my hon. friend from Brant (Mr. Nixon) I would accept on his behalf the kind wishes of the hon. Prime Minister (Mr. Frost) and the hon. members of the Government.

We on this side of the House value very highly the fine service the hon. member for Brant (Mr. Nixon) has rendered to the Province of Ontario in over three decades of public service. It is a remarkable record.

I think I should say to this House -- and perhaps the hon. Prime Minister is aware of this --

that one of the compelling reasons why my friend from Brant is not in his seat this afternoon is the fact that not only is it his birthday today but the birthday of a gallant son of his who was killed on active service in the last war, and I imagine that is one of the reasons why my friend from Brant is not here this afternoon. We value that reason and we appreciate it; as I am sure all hon. members of the House do.

(Take "B" follows)

Those of us in the Opposition appreciate the services of the hon. member for Brant (Mr. Nixon). We are conscious of his wise counsel at all times, and out of his experience we can draw many things that will keep us on the straight and narrow path, if such there be in politics.

The hon. Minister of Agriculture (Mr. Kennedy) in this House **literally** "gets away with murder" at times. He has that lovable disposition which endears him to hon. members of the House and things we know are dead against the right are allowed to go ahead because of the hon. Minister's (Mr. Kennedy) personality. The hon. Minister (Mr. Kennedy) has the faculty of making hon. members of the House believe the things he tells us are facts, the whole facts and nothing but the facts. Actually, upon closer examination, they are not that at all. It may be this afternoon, the hon. Minister (Mr. Kennedy) will have to come out of his shell to a greater extent than he has done previously. Let me say this of the hon. member for Brant (Mr. Nixon) and the hon. Minister of Agriculture (Mr. Kennedy), they have made a mighty contribution to the development of the welfare of this province.

MR. W. J. GRUMMETT (Cochrane South): Mr. Speaker, I wish to join with the hon. Prime Minister

(Mr. Frost) and the hon. Leader of the Opposition (Mr. Oliver) in offering my congratulations to both these senior members in the House, to the hon. member for Brant (Mr. Nixon) and the hon. Minister of Agriculture (Mr. Kennedy). The hon. Prime Minister (Mr. Frost) made reference to the political health and physical health of the hon. member for Brant (Mr. Nixon). I, for one, would like to see his political health and physical health remain excellent. Being of an opposite party, I can say that honestly. My admiration for the hon. member for Brant (Mr. Nixon) has always been of the highest, as a member here in the House, and as a man to sit down to talk to, I like him. I wish him success and happiness, both physically and politically.

The same thing I can say for the hon. Minister of Agriculture (Mr. Kennedy). I wonder if he has any regrets having given up the profession of law and going into farming. I do not think he has. I was born on a farm and raised on a farm until I was seventeen years of age, and I look back on that part of my life and realize just how independent it was without cares and worries found in other professions. I am sure the hon. Minister (Mr. Kennedy) will look back over his long 53 years of life as a farmer with contentment and no

regrets whatsoever.

MR. J. B. SALSBERG (St. Andrew): Mr. Speaker, I rise to make these sentiments unanimous for the whole House.

SUMMARY CONVICTIONS ACT

CLERK OF THE HOUSE: First order, third reading of Bill No. 37, "An Act to amend the Summary Convictions Act". Mr. Porter.

HON. DANA PORTER (Attorney General); moves third reading of Bill No. 37, "An Act to amend the Summary Convictions Act".

Motion agreed to; third reading of the Bill.

MR. SPEAKER: Resolved, that the Bill do now pass and be intituled as in the motion.

JUSTICES OF THE PEACE ACT

CLERK OF THE HOUSE; Second order, third reading of Bill No. 42, "The Justices of the Peace Act, 1952". Mr. Porter.

HON. DANA PORTER (Attorney General); moves third reading of Bill No. 42, "The Justices of the Peace Act, 1952".

Motion agreed to; third reading of the Bill.

MR. SPEAKER: Resolved, that the Bill do now pass and be intituled as in the motion.



THE JUVENILE AND FAMILY COURTS ACT

CLERK OF THE HOUSE: Third order, third reading of Bill No. 43, "An Act to amend The Juvenile and Family Courts Act", Mr. Porter.

HON. DANA PORTER (Attorney General), moves third reading of Bill No. 43, "An Act to amend the Juvenile and Family Courts Act".

Motion agreed to; third reading of the Bill.

MR. SPEAKER: Resolved, that the Bill do now pass and be intituled as in the motion.

THE INTERPRETATION ACT

CLERK OF THE HOUSE: Fourth order, third reading of Bill No. 49, "An Act to amend The Interpretation Act". Mr. Porter.

HON. DANA PORTER (Attorney General), moves third reading of Bill No. 49, "An Act to Amend the Interpretation Act".

Motion agreed to; third reading of the Bill.

MR. SPEAKER: Resolved, that the Bill do now pass and be intituled as in the motion.

THE GENERAL SESSIONS ACT

CLERK OF THE HOUSE: Fifth order, third reading of Bill No. 58, "An Act to amend the General Sessions Act". Mr. Porter.

HON. DANA PORTER (Attorney General), moves

third reading of Bill No. 58, "An Act to amend the General Sessions Act".

Motion agreed to; third reading of the Bill.

MR. SPEAKER: Resolved, that the Bill do now pass and be intituled as in the motion.

HEALTH OF LIVE STOCK ACT

CLERK OF THE HOUSE: Sixth order, third reading of Bill No. 99, "An Act respecting the Health of Live Stock". Mr. Kennedy.

HON. T. L. KENNEDY (Minister of Agriculture), moves third reading of Bill No. 99, "An Act respecting the Health of Live Stock".

Motion agreed to; third reading of the Bill.

MR. SPEAKER: Resolved, that the Bill do now pass and be intituled, as in the motion.

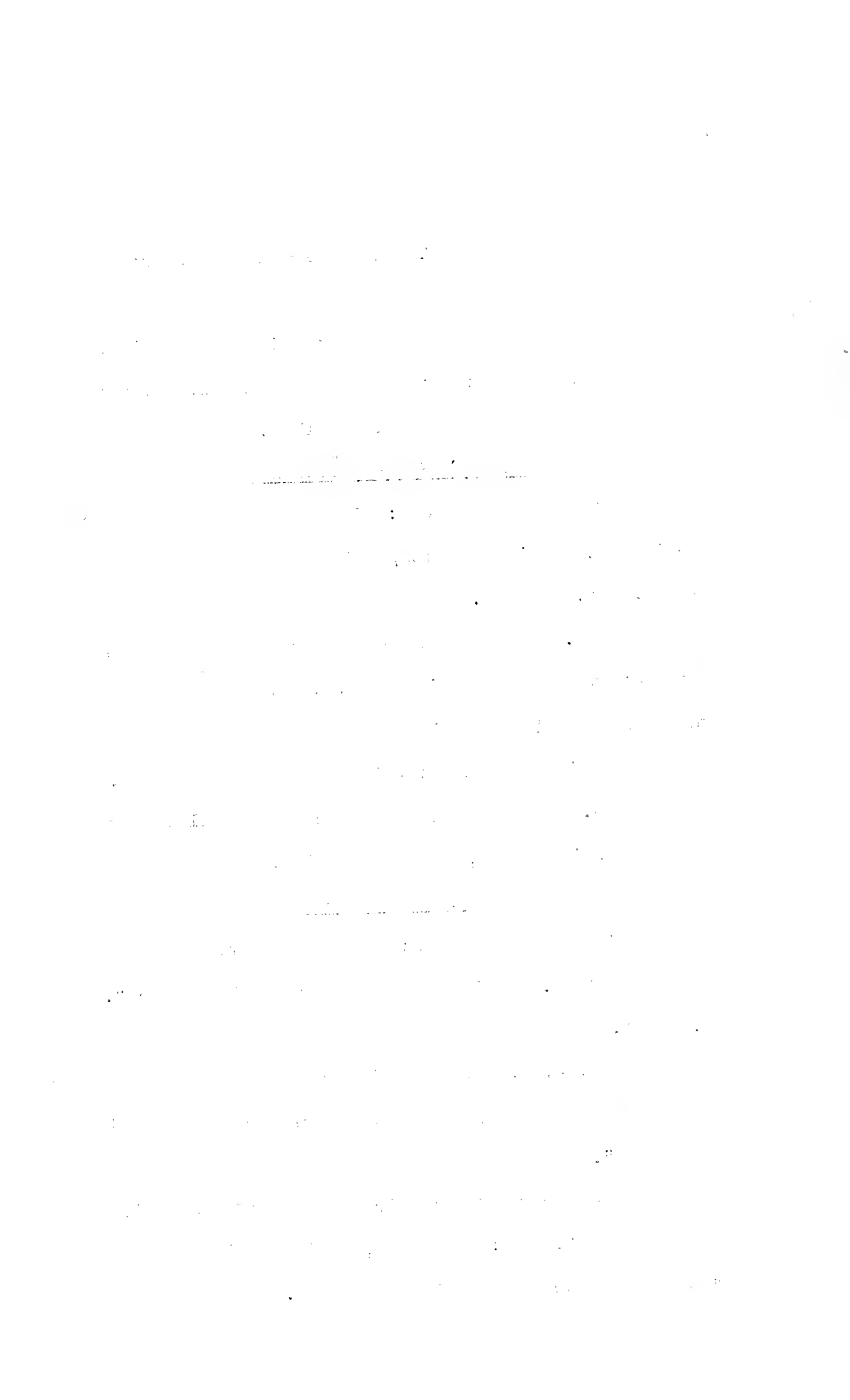
THE PAROLE ACT

CLERK OF THE HOUSE: Seventh order, third reading Bill No. 48, "An Act to amend the Parole Act". Mr. Foote.

HON. J. W. FOOTE (Minister of Reform Institutions), moves third reading of Bill No. 48, "An Act to amend the Parole Act".

Motion agreed to; third reading of the Bill.

MR. SPEAKER: Resolved, that the Bill do now pass and be intituled as in the motion.



THE VOCATIONAL EDUCATION ACT

CLERK OF THE HOUSE: Eighth order, third reading of Bill No. 47, "An Act to amend the Vocational Education Act". Mr. Dunlop.

HON. DANA PORTER (Attorney General), in the absence of Mr. Dunlop, moves third reading of Bill No. 47, "An Act to amend the Vocational Education Act."

Motion agreed to; third reading of the Bill.

MR. SPEAKER: Resolved, that the Bill do now pass and be intituled as in the motion.

THE AUXILIARY CLASSES ACT

CLERK OF THE HOUSE: Ninth order, third reading of Bill No. 66, "An Act to amend the Auxiliary Classes Act". Mr. Dunlop.

HON. DANA PORTER (Attorney General), in the absence of Mr. Dunlop, moves third reading of Bill No. 66, "An Act to amend the Auxiliary Classes Act".

Motion agreed to; third reading of the Bill.

MR. SPEAKER: Resolved, that the Bill do now pass and be intituled as in the motion.

THE PLANT DISEASES ACT

CLERK OF THE HOUSE: Tenth order, third reading of Bill No. 53, "An Act to amend the Plant Diseases Act". Mr. Kennedy.

HON. T. L. KENNEDY (Minister of Agriculture), moves third reading of Bill No. 53, "An Act to amend the Plant Diseases Act".

Motion agreed to; third reading of the Bill.

MR. SPEAKER: Resolved, that the Bill do now pass and be intituled as in the motion.

THE WARBLE FLY CONTROL ACT

CLERK OF THE HOUSE: Eleventh order, third reading of Bill No. 54, "The Warble Fly Control Act, 1952". Mr. Kennedy.

HON. T. L. KENNEDY (Minister of Agriculture), moves third reading of Bill No. 54, "The Warble Fly Control Act, 1952".

Motion agreed to; third reading of the Bill.

MR. SPEAKER: Resolved that the Bill do now pass and be intituled as in the motion.

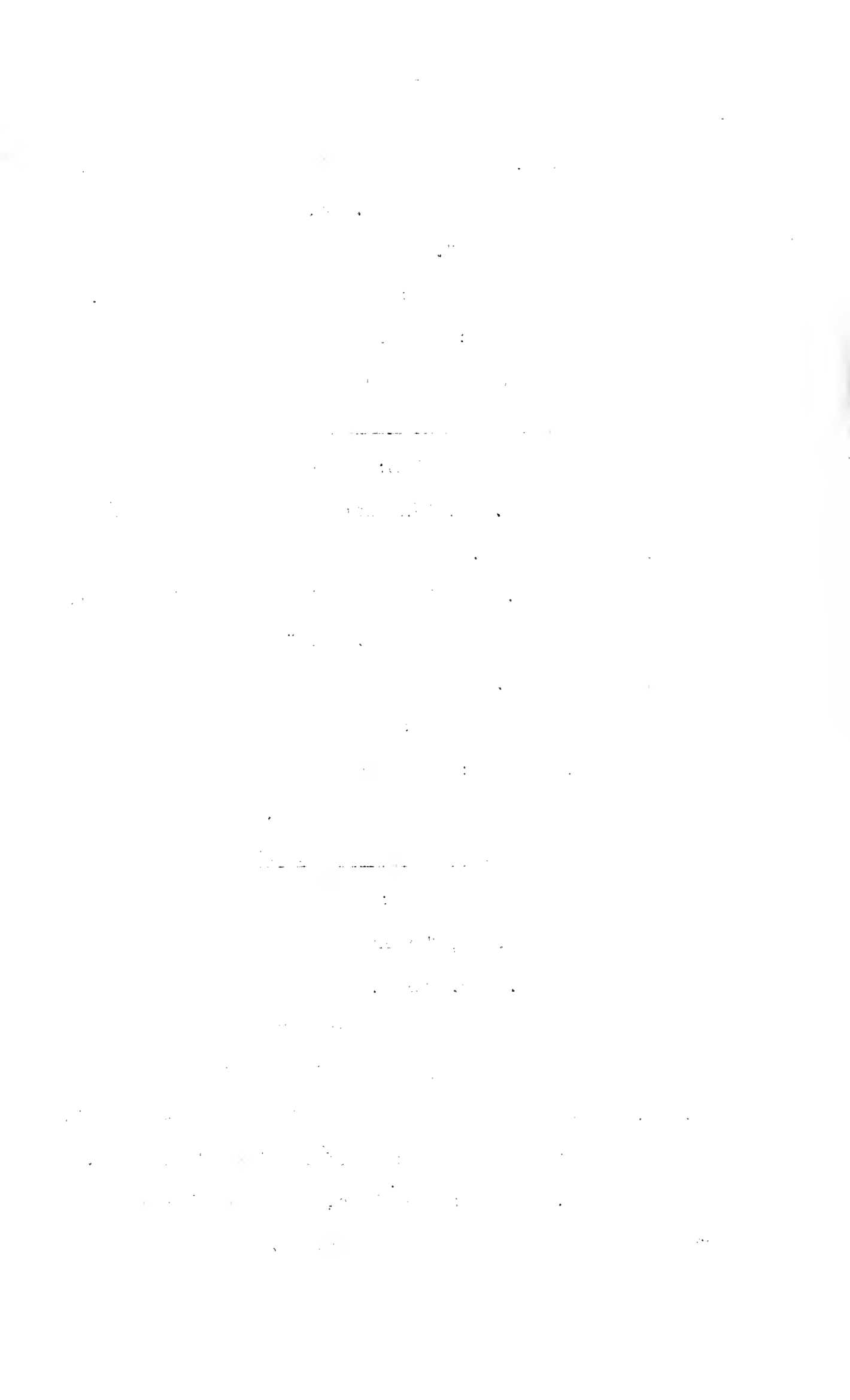
THE WORKMEN'S COMPENSATION ACT

CLERK OF THE HOUSE: Twelfth order, third reading of Bill No. 80, "An Act to amend the Workmen's Compensation Act". Mr. Daley.

HON. DANA PORTER (Attorney General), in the absence of Mr. Daley, moves third reading of Bill No. 80, "An Act to amend the Workmen's Compensation Act".

Motion agreed to; third reading of the Bill.

MR. SPEAKER: Resolved, that the Bill do now pass and be intituled as in the motion.



THE MOTHERS' ALLOWANCES ACT

CLERK OF THE HOUSE: Thirteenth order, third reading of Bill No. 63, "The Mothers' Allowances Act, 1952". Mr. Goodfellow.

HON. W. A. GOODFELLOW (Minister of Public Welfare), moves third reading of Bill No. 63, "The Mothers' Allowances Act, 1952".

Motion agreed to; third reading of the Bill.

MR. SPEAKER: Resolved, that the Bill do now pass and be intituled as in the motion.

FOREST FIRES PREVENTION ACT

CLERK OF THE HOUSE: Fourteenth order, third reading of Bill No. 77, "An Act to amend the Forest Fires Prevention Act". Mr. Scott.

HON. H. R. SCOTT (Minister of Lands and Forests), moves third reading of Bill No. 77, "An Act to amend the Forest Fires Prevention Act".

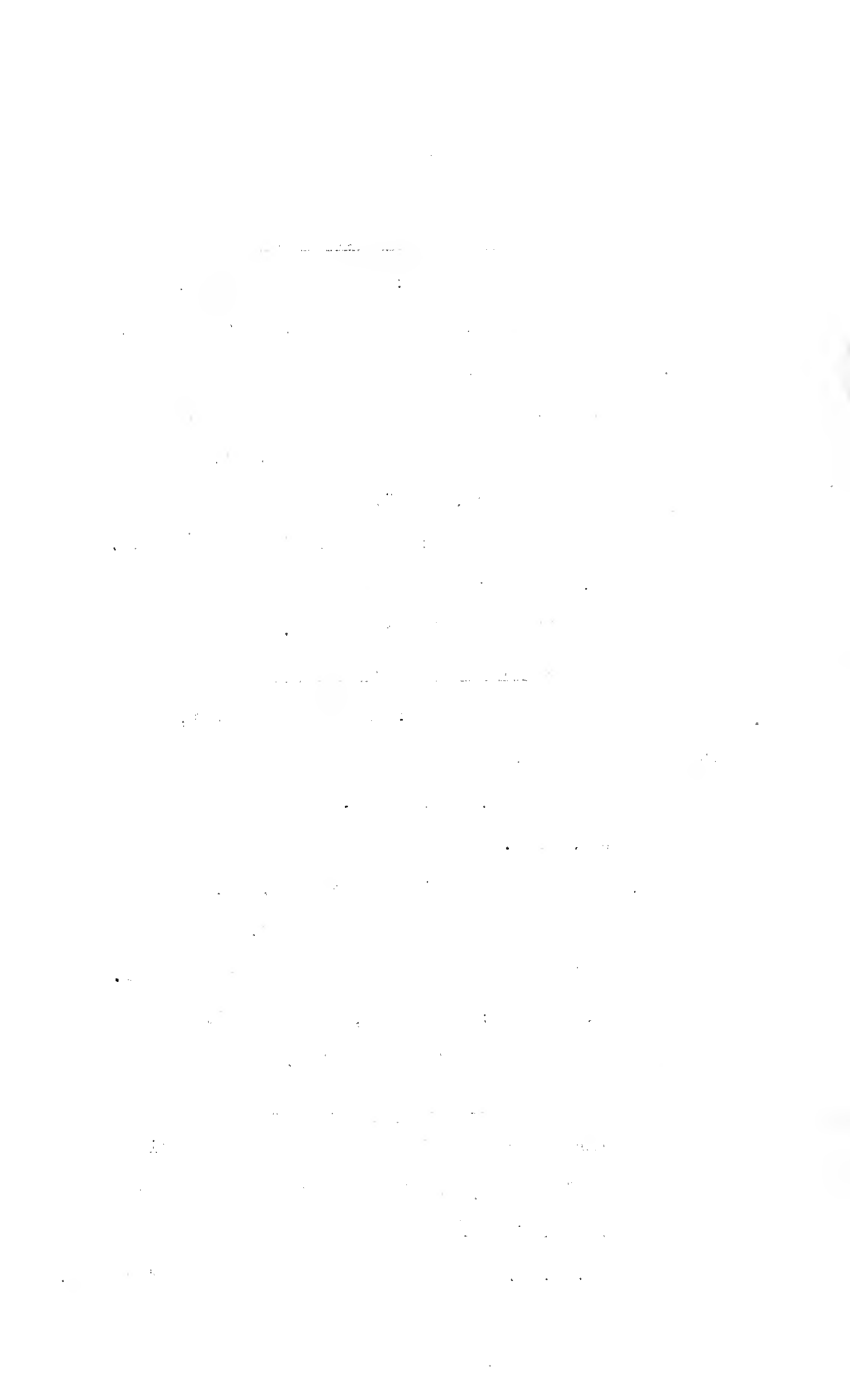
Motion agreed to; third reading of the Bill.

MR. SPEAKER: Resolved, that the Bill do now pass and be intituled as in the motion.

THE PROVINCIAL PARKS ACT

CLERK OF THE HOUSE: Fifteenth order, third reading of Bill No. 78, "An Act to amend the Provincial Parks Act". Mr. Scott.

HON. H. R. SCOTT (Minister of Lands and Forests),



moves third reading of Bill No. 78, "An Act to amend the Provincial Parks Act".

Motion agreed to; third reading of the Bill.

MR. SPEAKER: Resolved, that the Bill do now pass and be intituled as in the motion.

THE PHARMACY ACT

CLERK OF THE HOUSE: Sixteenth order, third reading of Bill No. 79, "An Act to amend the Pharmacy Act". Mr. Phillips.

HON. M. PHILLIPS (Minister of Health), moves third reading of Bill No. 79, "An Act to amend the Pharmacy Act".

Motion agreed to; third reading of the Bill.

MR. SPEAKER: Resolved, that the Bill do now pass and be intituled as in the motion.

THE INSURANCE ACT

CLERK OF THE HOUSE: Seventeenth order, third reading of Bill No. 81, "An Act to amend the Insurance Act". Mr. Porter.

HON. DANA PORTER (Attorney General), moves third reading of Bill No. 81, "An Act to amend the Insurance Act".

Motion agreed to; third reading of the Bill.

MR. SPEAKER: Resolved, that the Bill do now pass and be intituled as in the motion.

THE REAL ESTATE AND BUSINESS BROKERS ACT

CLERK OF THE HOUSE: Eighteenth order, third reading of Bill No. 82, "An Act to amend the Real Estate and Business Brokers Act". Mr. Porter.

HON. DANA PORTER (Attorney General), moves third reading of Bill No. 82, "An Act to amend the Real Estate and Business Brokers Act".

Motion agreed to; third reading of the Bill.

MR. SPEAKER: Resolved, that the Bill do now pass and be intituled as in the motion.

THE POWER COMMISSION ACT

CLERK OF THE HOUSE: Nineteenth order, third reading of Bill No. 70, "An Act to amend the Power Commission Act". Mr. Challies.

HON. G. H. CHALLIES (Minister without Portfolio), moves third reading of Bill No. 70, "An Act to amend the Power Commission Act".

Motion agreed to; third reading of the Bill.

MR. SPEAKER: Resolved that the Bill do now pass and be intituled as in the motion.

THE SUBURBAN AREA DEVELOPMENT ACT

CLERK OF THE HOUSE: Twentieth order, third reading of Bill No. 71, "An Act to repeal The Suburban Area Development Act". Mr. Dunbar.

HON. G. H. DUNBAR (Minister of Municipal Affairs),

1. The first part of the paper is devoted to a general

discussion of the problem and the main results.

2. The second part is devoted to the proof of the

main theorem of the paper.

3. The third part is devoted to the proof of the

corollaries of the main theorem.

4. The fourth part is devoted to the proof of the

lemma of the main theorem.

5. The fifth part is devoted to the proof of the

lemma of the main theorem.

6. The sixth part is devoted to the proof of the

lemma of the main theorem.

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lemma of the main theorem.

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lemma of the main theorem.

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lemma of the main theorem.

12. The twelfth part is devoted to the proof of the

lemma of the main theorem.

13. The thirteenth part is devoted to the proof of the

lemma of the main theorem.

moves third reading of Bill No. 71, "An Act to repeal the Suburban Area Development Act".

Motion agreed to; third reading of the Bill.

MR. SPEAKER: Resolved, that the Bill do now pass and be intituled as in the motion.

HON. L. M. FROST (Prime Minister): Mr. Speaker, I move you do now leave the Chair and the House resolve itself into Committee of Supply.

Motion agreed to.

House in Committee of Supply, Mr. Downer in the Chair.

DEPARTMENT OF AGRICULTURE

HON. T. L. KENNEDY: (Minister of Agriculture): Mr. Chairman, may I first say I am sorry the hon. member for Brant (Mr. Nixon) is not in the House. Knowing it is his birthday, knowing he has been here so many of his birthdays, I would like to say something to him while he was in the House, of the great contributions he has made to the province of Ontario in his public life. It is rather a good thing where public men of opposite parties develop personal friendships and each recognizes the worth of the other. I want the hon. member for Cochrane South (Mr. Grummett) to bear witness to the good work the hon. member for Brant (Mr. Nixon) has done.

This is one of my milestones. I would like to say something on the estimates. If I just reminisce a bit, outside of the estimates, I hope everyone will forgive me. I do not get away with murder all of the time, but I would like to get away from the estimates just a little to point out just what farming was many years ago. May I say I have no regrets for taking up farming. It seems to me people have been very kind to me, not only in the province of Ontario but all over Canada, I have met with nothing but kindness. I have sometimes pinched myself and wondered if I am the man they are talking about. I have met with nothing but kindness, sympathetic understanding, and people have been good to me in my life and I appreciate it.

Fifty-three years ago, farming was completely different than it is now and farmers moved slowly. In the last fifty years, we have moved further and faster, than we have ever since the beginning of time. I have seen more in the fifty-three years of farming than any man since the beginning of time.

(TAKE "C" FOLLOWS)

I would like now to tell you what it was fifty-three years ago. When the snows came, we stayed at home. We were self-contained in the house, and we had enough food and provisions to provide for the family. Every spring and fall, when the roads were bad, we stayed at home. We built our lives around two things, the church and the school. I wish I could say the same thing about the people to-day. It was considered a great thing to go to Sunday School and to church, and to assist in taking care of the churches. In many places in Ontario, somebody would say, "I will take care of the church for this month without cost". Another would take care of it the following month, and they would consider it an honour and a joy to do that. To-day that neighbourliness is gone. Then we lived within ourselves. We built character which was very keen on public service, and we loved each other as neighbours.

In those days, prices were completely different from what they are to-day. I will not give you many figures, but just to say that when I first went on the farm, I paid \$22.00 taxes. The taxes to-day are well over a thousand dollars for the same piece of land -- fifty times as much.

During that time, wages have gone up many times, and the increase in the cost of farming has gone up tremendously, but we have been enabled to keep pace with it by virtue of the use of machinery.

When I first went onto the farm, I would go into the granary, and there was a cradle and a flail there, which the man who preceded me had used. My farm had been operating for fifty-seven years before I took it over. They threshed the grain on the barn floor. I bought a binder and a mower. Up to that time, to work a mower you had to trot the horses. My neighbours all had reapers, but I bought a binder. I remember one of my neighbours, a man who had come from England, from the County of Essex, had four strapping sons and four lovely daughters, heard I had bought a binder. He came over and said, "I hear a 'city slicker' has put a machine over on you which he said will tie the sheaves. You cannot do it. You cannot tie the sheaves in any way except by hand. We have done that, as long as I can remember, and will have to keep on doing it. When I get my grain in, my boys and I will come over and help you bind your sheaves." Before the season was over, I had gone over to his place and cut his grain, and the binder worked all right.

For generations, we had used nothing but a sickle to cut the grain, and for generations people said that the sickle was the last word, that there was nothing better. Then somebody invented the cradle, and again that was the last word. Then we got the reaper, and again the last word, and I thought it was the last word, when I got the binder. Now, in this Province, out where I live, we have a combine. I was out in the wonderful province of Saskatchewan last August, and I saw millions of acres of wheat out there, and I saw machines in operation which I had never dreamed of seeing, machines which would cut a wide swath, perhaps as wide as from where I am standing to the Hon. Leader of the Opposition (Mr. Oliver). They swathed 350 acres. Then with a pick-up on the combine, they came in a few days later, raised it up, and threshed it. I never thought I would see a machine as modern as that.

One thing I want to impress upon the hon. members is that even yet we have not the last word in farm machinery. There is none. We are making such rapid changes that what is new to-day, is old to-morrow, and I am convinced in the future we will have machines which we, as yet, have never dreamed of.

I was going to say I wish I could live another lifetime. Although I am not so sure that would be a

proper statement, I would like to see some of the improvements we will have in the future. Up in the attic of my home, you will find the pewter candlesticks, which my grandmother used to hold the wax candles, and all the light she knew was from the candles and the sun. When I was a boy we had coal oil lamps. Then we got the electricity in, and I am proud to say that mine was the first township which had electricity, when I was the reeve.

We all thought that was the last word. To-day for a little over eight dollars a month, we cook our meals, and use all the machines in the house, all serviced by electricity. You could not cook food with a ton of coal, or a cord of wood, in the summertime, for a little over eight dollars, which is what it is costing us now.

I feel certain there will be new things coming. Perhaps I should not say this ~~while~~ the Vice-Chairman of the Hydro Commission is here (Mr. Challies), but I am sure as anything that some day somebody will harness the sun. Two years ago, on a day when it was ten below zero outdoors, I brought the thermometer in and put it beside the window. It went up to 110 degrees, a change of 120 degrees, simply because of the glass.

It is easier to imagine harnessing the sun now, than it was at one time to imagine that the water flowing over Niagara Falls would run the street-cars in Toronto, and run the machinery in my farm in Dixie.

I do not move around, Mr. Chairman. I am of the fourth generation there, and I intend to stay there. I think it is the best place in the world, and that there is no other place like it.

I remember on one occasion coming out of a church behind two gentlemen, one had been a church warden in Yorkshire, and he felt there were only two places in the world, Yorkshire, and the rest of it. The other was from the south of England, and they used to argue a great deal. I remember on this occasion they were arguing about running street-cars. One said, "What will they think of next, in Toronto, running the street-cars with a fish pole?" He said, "I will continue breeding horses, because they will need them for the Toronto street-cars."

May I say, Mr. Chairman, that I think this is only the beginning. Perhaps not during my lifetime, but during that of the next generation, as time goes on, there will be more inventions to assist the farmers than has ever been dreamed of.

The change on the farms came with good roads, and after the roads, came the telephones, the trucks, the tractors, the hydro, and the mechanization of the farm. Upon farm after farm now you will find no horses, and you will hear the farmers say they cannot afford to keep horses. They have to use more modern machinery, which will get their work done faster than horses ever were able to do. There has been a complete change in that regard.

The Government statistics give the number of farms in the Province of Ontario as 172,000-odd. I think that figure is too high. If you take away the farms which contain from five to ten acres, which are not commercial farms (but perhaps have a few chickens and pigs on them), and take away the subsistence farms, the figure will come down to about 110,000 farms in the Province of Ontario, which are worked commercially.

As the hon. members may know, I do not keep on the King's Highways, but I drive all through the Province, and when I see a place that is "down at the heel", I say, "There is something wrong here; what is it?"

I made enquiries in two places recently, located close to my own home. In one district I found there were 24 lots, with 48 farmers, and of the

48, only 2 of the second generation had stayed on the farms. Let me repeat that; out of 48 farmers, only 2 of the second generation had stayed on the farms, and they were thinking of leaving, as they had an uncle or an aunt, who had left them some money.

The other place had been settled by the 2nd World War veterans, and not a single one of the second generation remained on the farms.

If you went out and looked at those farms, with the idea of purchasing them, you would probably think they were all right, but there is something wrong with them. The man does not live who can make money out of those farms, as farms. I know of one farm, very close to the boundary line between the riding of the hon. member for Halton (Mr. Hall) and myself. A former owner had built a barn on it at a considerable cost, a barn which would probably cost him about \$35,000 to build to-day. He sold it, and the new purchaser put a third mortgage on it for \$29,000. He was a gentleman from Hamilton, who eventually lost the farm, and finally it came back to the Government. The Government sold it for \$8,000 and three years' interest had been lost, because while the property looked good, it could not be farmed.

As every farmer knows, a piece of land is

something which nature has made, but which cannot be farmed, and God help the farmers who work against nature.

So, in the final analysis, the original figure of 172,000-odd farms has come down to below 90,000 commercial farms to-day.

In 1951 a survey was started, which Dr. Patterson is carrying on now. It has been ascertained that 68% of all the farms in the County of Wellington have mortgages on them. Some have been mortgaged since 1900, but there are more mortgages to-day than there were in 1900.

In another survey we conducted, we found something somewhat similar, but the farms were good farms, and 88% of the boys and girls had stayed on the farms. Where the farms are good, there is no trouble in keeping the young boys and girls on the farms, but where the farms are second-class, even though to many hon. members in the House they would look to be first-class, the younger people will not stay. In other words, one out of five stayed on the second-class farms.

Now, Mr. Chairman, I would like to say just a word about the general appearance of a farm. You have heard the words "real property". Mortgages and

bonds are not real property. Real property is the land, and the land is described as "real property", but the farmers just cannot pay the high interest rates. Let me repeat that; the farmers just cannot pay the high interest rates, and if he has to pay high interest for his money, he cannot make a success of farming.

Fifty years ago the best security in the Province of Ontario was a farm mortgage. Everybody wanted farm mortgages. Where could you get a farm mortgage on your land now? Nobody would take it, because land has gone down in value, and many farms have gone back to the mortgage companies. Speaking as a man with some experience, and who has made enquiries, may I say to the hon. members, Mr. Chairman, that to-day I would not know how to get money on a mortgage on a farm.

While it is a little way from my estimates, I would like to say just a word more about food. In 1945 we exported $1\frac{1}{2}$ million pounds of milk, in some form or other, cheese, condensed milk, or something else. Last year we imported 146 million pounds of milk more than we exported. In other words, we did not supply Ontario with enough milk for the use of our own people. At one time we were an export province, in regard to food. I remember we formerly exported fat

cattle to London, England. Now, we do not. We are importing. We import meats from the West. We do not grow enough meat; that is, beef, or hogs, or chickens to care for our own people.

Let me say this, Mr. Chairman, to the hon. members, that the very essence of farming is a love of the land. Unless you have love in your heart for the good soil, do not farm. A farmer will go around his land, and will pick up a handful of earth, and he would call it either "fat" or "lean" earth. If it is fat earth, he is happy. If it is lean earth, he wonders what he can do to make it fat again. There is too much loss of the soil in this province. One of the things which will overcome that to a great extent is the drainage, and I wish to pay tribute to the Hon. Minister of Public Works (Mr. Thomas, Elgin) for the work he is doing in that regard. I think that is the Number 1 problem of the farmers in Ontario, particularly in the eastern parts of the Province. The counties, such as Kent County, which have good drainage, are prosperous. I have a great amount of tile drainage on my farm, and I have never yet put in a tile drain that did not pay off the capital cost in about two years.

Now, Mr. Chairman, with your permission I would like to reminisce a little. I feel I will not

be making many more speeches on my estimates, so I would like to say one or two things now, which perhaps I have not said before.

One of the most important things we have done in the Department is to undertake work to determine the cost of producing farm goods. There was a time when the consumer paid one dollar, and everybody took something out of that dollar, and the producer only secured what was left. I see the president of one of the chain stores said the other day that the producer only got 42 cents out of each consumer dollar. When I started farming, I received from 85 to 90 cents out of each producing dollar.

The first thing I ever sold was a load of wheat, and you cannot imagine how proud I was. One of the things I have learned from my 50 years' experience is how little more I know now than I knew 50 years ago.

When I delivered this load of wheat, the man looked at it and said, "I will give you 84 cents". I said, "Is that your highest price?" and he said, "Yes, that is all; take it or leave it ". So I dumped the load off.

I bought a half a ton of shorts, and a ton of bran, and he told me what the price of it was. I had nothing to say. I had nothing to say when I sold

my load of wheat, and nothing to say when I bought my bran and shorts. All the way home I kept saying to myself, "You are in a poor business, if you have to take what the other man offers you, and pay him what he asks, and you cannot say anything about it, then you cannot make any money in farming." That transaction, I think, was the real beginning of the Farm Products Marketing Act.

One of the first things I did was to form a co-operative, and in 50 years, that has saved me many thousands of dollars.

We have at the present time between 300 and 400 different research problems being carried on. Three years ago we appointed a Director of Research, and we are very proud of the fact that we are the leaders of all other parts of Canada in regard to our research work.

Just one of the problems, I would like to mention, has to do with clover seed. At one time the clover stopped producing seed, and we had to go to Finland, and to England, of all places, to Saskatchewan, and to Manitoba, in order to secure clover seed. I can remember in 1918 and 1919, we sold a million dollars' worth of forage seed to the United States. To-day we export none. We have tried to

ascertain what was wrong, and when we do, I think then we will be getting some place. We have cleaned up some of our land, and we have lost the wild bees, and the tame bee has not a big enough nose to get into some of this stuff here. So we tried to raise the hybrid bee. I have one in my office which I intended to bring over. It has a long nose, which can get into the clover flower, and produce more honey, and more seed as well.

(Take "D" follows)

Clover seed has a place in land use. You cannot be a good farmer without clover. You have to plough in the clover to become a good farmer, and in land use we have to have clover. Many people call it conservation but conservation does not come under my Department; land use comes under it but conservation comes under the Minister of Planning and Development (Mr. Griesinger).

I might mention the high yield we have. When I was in Saskatchewan I was on a farm just southwest of Regina -- that wonderful plain where the buffalo used to roam in years gone by. They produced wonderful crops of wheat there and they gave me a luncheon in the City of Regina. There must have been forty men there, and every man at that luncheon talked of nothing else but wheat, and they said: "We will have 22 bushels of wheat per acre this year."

The man who lived on this special farm claimed there was 40 feet of top soil and all they had to do was plough one inch deeper and they would always have good soil. He said: "I will get 22 bushels of wheat per acre and I will grow rich." Why, we get that on our old land in the Province of Ontario -- 29 bushels last year, and some years much higher than that. We get a much higher yield per acre on an average than any of the Western Provinces. That is because our people have learned something about land use. They used last year 350,000 tons of fertilizer, which we had not been using before,

and we are growing bigger crops than we ever grew in the province before.

Our livestock is the foundation stone of farming. Do you know that last year Ontario farmers produced \$520 million worth of livestock, counting poultry and eggs. I would like the hon. Minister of Mines (Mr. Gemmell) to hear that -- \$520 million worth of livestock alone was produced on the farms in the Province of Ontario, and the total value of farm production in the province was \$1,274,357,000. That was a great contribution.

You can look through the other provinces of the Dominion of Canada and see what we have done. We are in a class by ourselves in nearly everything but wheat -- and I hope that the sympathy of every man in this House will go out to the farmers in Saskatchewan who had that wonderful crop, as they thought, of wheat, and forty per cent of it is out in the fields now. The granaries were filled with frozen wheat from the year before. This fall, snow came early and much of the crop is still swathed in the fields. Truly, our lot is very, very happy alongside the lot of the farmers of the Province of Saskatchewan.

We have advanced all our services. We have advanced in our marketing tremendously in this province. We are the only province in Canada -- I would like to repeat this -- we are the only province in Canada that made a success of the Farm

Products Marketing Act. The standard of our farming, not wanting too much, wanting to be fair, has made the twenty-eight commodities that we have in the Farm Products Marketing Act a success and one of the prides we have is that we have been able to take the lead. We can bargain and it gives you a pride in your profession. I would like you to know that what we would like to have in the Province of Ontario and what we have is a pride in our profession of farming.

I see the hon. member for Oxford (Mr. Dent) over there. What has he done for the Province of Ontario? He sent cattle to England, to Europe, to Africa, to every country in South America, the East Indies and the United States, and I am very proud because he can breed cattle better than any farmer in these countries can do it. A great feature, and that is true of so many farmers in this province of Ontario of ours.

Instead of a few dollars coming in from cattle, we have nearly \$30 million coming in from cattle from outside countries to this province of Ontario because we have better livestock than any other country. They do not come in because they love us; they come in because they get better value for their dollar here. There is no other place they can come where they can buy better stock than the Province of Ontario -- a great tribute to the farmers.

We are trying to emphasize farm engineering, farm management and how to cut down costs. For

instance, we had fifty farmers feeding pigs. I just want to give you this one illustration. I can give it to you in chickens, in beef and sheep, but I just want to give it to you in hogs. We had fifty farmers in the Province of Ontario who were breeding hogs and we kept costs all along the line of those fifty farmers. We found that they ran all the way from a loss of \$3 a pig to a gain of \$10 a pig. Why? They had the same type of pigs; they had the same ration, the same food and everything else, but some did not know how to manage their pigs and feed them, so that they could cut their costs.

We got a really good man from the University of Saskatchewan in the person of Dr. Forshaw. He made a ration up and he put in some of the cheaper feeds and some of the dearer ones. Those pigs fed this ration, as many of you saw last week up at Guelph, have made a gain of one pound a pig to 2.8 pounds of feed. If we can get it up to 3 pounds it would mean a saving of \$7 in purchasing a pig to every farmer in the Province of Ontario, by feeding this special ration.

We have it for poultry and chickens, and we are trying to get it for beef cattle as well so that we can save that money for the farmer by giving him methods that reduce his costs. That is one of the things we are very keen on. We have reduced the cost in potatoes, for instance. Just imagine, those farmers around here who think

we produce 900 bushels of potatoes per acre. It does not seem possible but the age of miracles is not past, and the romance of farming is something a man might write about and be enthused about -- what we are doing in this old land in this Province of Ontario of ours in producing greater crops than ever in the history of the Province, greater even than when the land was virgin because we have different types of seed and we have special methods of putting them in and harvesting them. That is the work of the Department, trying to reduce the costs, finding new methods if we can, wherever we can, to increase quality so that the people will be proud of this province of ours.

I might just anticipate something I am going to say on Friday. It might be interesting to you here. I was over in England in 1946 and I went to see our bacon and eggs. I wish I could imitate the Cockney who took me over to see the eggs -- a typical Cockney. I got eggs from all different parts of Ontario, and he showed me some from Austria, some from France, some from Denmark, Poland, Holland and England, and our eggs were big -- 24 ounces to every dozen of eggs. Every box of eggs from other countries I saw there had some big and some small, but I venture to think they would not average 18 ounces to a dozen of eggs.

I said I would like to take a dozen of those eggs and have some people eat them. He said: "You cannot do that; these belong to the Ministry of Food."

I said: "I do not think he would object to it; he sent me here to look at them." He said: "No, that is stealing." I said: "No, in my country it is not stealing, it is just pinching," and I took my hat off and put a dozen eggs in it, and he was still protesting in his broad Cockney as I went out. I took those eggs to the hotel where we had some visitors. Incidentally, they came from Exeter. They were packed four months previously and were just as good as the day they were laid, and that is something that these farmers of ours can do -- produce eggs and pack them every day and the Dominion Government can take them over there and store them so that after four months you could not tell them from fresh eggs. That is the change in farming, that is the change that has taken place in the last fifty years.

As I intended to say when I started, this is not politics. This is the business of the House and we are just telling you what is happening; not my point of view or the Government's point of view, but from the people's point of view, because the farmers and the farmers' wives are the people responsible for the great advancement we have made.

Fifty years ago the highest sales we made on anything -- the most money farmers received for anything -- was \$22 million for horses, and that was a No. 1 sale. Today we do not sell any horses or anything for \$22 million. Cattle are \$125 million; eggs -- that little pin money; do you remember in

the old days, and I want you to forgive me for speaking so much of the old days -- eggs and butter were the pin money of the farmers' wives. That pin money now is over \$90 million, not \$22 million for horses, but over \$90 million -- the pin money that the farmers' wives and the farmers themselves produced in this Province of Ontario.

I am proud of many things, Mr. Chairman. I have the friendship of every hon. member of this House. When I was born I think hatred was left out of my system. I like everybody; I see good in everybody and it is a great pride to me that I was in a small way instrumental in changing some of the conditions in the Province of Ontario. You cannot tell the farmer what to do and you cannot order him what to do, in this province. In other parts of the world you can tell the farmer what to do and he has to do it. Go over to Denmark and they have to do certain things; the Government orders them to do it; they would say, "Kill a cow" or "Kill a pig", and he has to go out and kill the cow or the pig. You cannot sell anything anywhere you like. They have to do it. It is the same with England.

Under the farm conditions they have had in England, since the war started, they have to do everything on orders from Whitehall, and everything they do is reported to Whitehall. One day a report went to Whitehall that a man had not finished his

ploughing so a letter went up to him: "Why didn't you finish your ploughing?" He answered: "Oh, I could not because my sheep commenced to lamb." The report came back from London: "Stop lambing and get on with the ploughing immediately." Now, that is the way they are regimented in other parts of the world, but we are free people here and that is probably why we have done more than any other farming community. Every other province copies ours. Let me repeat that -- every other province copies ours.

One other story. There are only two places in the world where we are sure that we can find out the parentage of a sire or sow. This was the work of Dr. McNabb, the late Principal of the Veterinary College. Because they had artificial insemination they had to be able to find out with one hundred per cent certainty when the sire was the father of a certain animal. This was the first place in the world where this could be done. There had been a lawsuit over the border in Ayrshire that a certain calf was not born from a certain sire and therefore they should not pay for it. They took the blood from that sire and sent it out to the Ontario Veterinary College from England, and they took our finding and on our finding it was settled. That is an advanced knowledge. You hear about Denmark, about Holland, how they farm, sections of South Africa, Australia and New Zealand, and you hear about wonderful States south of us, but I want to tell you there is no state, no province and no other country that is further advanced than our farmers are in the Province of Ontario.

MR. F. R. OLIVER (Leader of the Opposition):

Mr. Chairman, before you proceed with the Estimates of the Department of Agriculture, may I be excused if I make two or three general remarks which arise out of the hon. Minister's statement this afternoon.

All of us I am sure appreciated the ability of the hon. Minister of Agriculture (Mr. Kennedy) in that he could go back over such a long span of years and draw on his experience as a farmer and as a legislator and give the benefit of those experiences to the House this afternoon.

I believe all of us appreciate what the hon. Minister said in regard to the conditions which were prevalent in the days when he first took up farming in the County of Peel, and with all the progress that we have made and with all the advances we have made in science and in other fields, one is inclined to wonder at times if we have brought along with us all the fundamental things which were so a part of everyday life in early pioneer days.

It seems to me that at times we have lost to a great degree some of those inherent things that were part and parcel of the early pioneer life and that we would have been better had we been able to bring them along with us as we proceeded along the road of progress in the advancement of agricultural science in this province.

All of us agree, I think, with the Minister of Agriculture as he traces the development of the

farming industry in this province to the great status it enjoys today in the lives and the minds of the people of this province, and I do not want to be unduly critical at this time of what the hon. Minister has said on the one hand or of what he has left unsaid on the other hand, because my friend has suggested to me that on Friday we might debate the resolution that stands on the Order Paper in my name, and at that time I shall avail myself of the opportunity of dealing at greater length with some of these questions affecting the farmers of today.

(Take "E" follows)

I did want to say to the hon. Minister of Agriculture (Mr. Kennedy) that I listened very carefully to his remarks this afternoon, and I have studied rather closely the estimates which we are now to be asked to vote for the Department of Agriculture and one must come to this conclusion, that there was not in the speech of the hon. Minister (Mr. Kennedy) nor is there in the estimates, any evidence of a fundamental change of mind on the part of the hon. Minister of Agriculture (Mr. Kennedy) or of his Department, as applied to the great problems of agriculture. There was nothing in the hon. Minister's (Mr. Kennedy) speech, nothing in the estimates, that would indicate that the Government is really "going to town" and going to battle for the farmer in the crisis which he is now going through. Hon. members of the House will appreciate there is, in the province of Ontario, as there is in other parts of Canada, a collapse of farm prices over the last few months. It would seem at this time when we are meeting in Session, and when the estimates of the Department are before the House, there should be some evidence on the part of the Government that they are moving to meet this problem in a realistic way, that they are conscious of the responsibilities they have. As a Government, they have a responsibility for the welfare, not only of farm people, but of all people in

the province of Ontario.

It would seem to me that at this time there should have been concrete proposals made by the hon. Minister (Mr. Kennedy) and given effect in the estimates in a financial way to meet this problem in a realistic manner. There should, for instance, have been some indication by the hon. Minister (Mr. Kennedy) as to why we have not paid freight on grain from western Canada, so that the farmers of Ontario could secure it as food to feed their live stock, which would cost them much less. There is no evidence in the remarks of the hon. Minister (Mr. Kennedy) nor no indication in the estimate, that we are going to have a bonus on hogs. I suggest to the Government we are going to have in Ontario this fall, not a surplus but, rather, a shortage of hogs. You will find all over Ontario today, that farmers are disposing of their breeding stock, that they are going to raise hogs for the simple reason there is no money in them. When they cease raising hogs on a wholesale scale, as farmers are doing today, then, inevitably, the result is you go down in your grade. You produce fat hogs, but you do not hold the line insofar as premium hogs are concerned in the province of Ontario. I think that is a great mistake. We have built up in Ontario a very fine record insofar as quality of bacon is concerned, and I think the province would be

well advised to spend some money in order to insure that that bacon quality could and will be maintained in this province.

Those are fundamental things and the hon. Minister (Mr. Kennedy) did not touch on them. There is nothing in the estimate to indicate that governmental policy is leading toward meeting this problem head-on. I suggest to the Government they have their responsibility, which they have so far avoided, and unless they come to grips with this problem, it is not going to diminish but is going to grow in stature until even the Government can see it at first glance.

I want to say just another word on another matter the hon. Minister (Mr. Kennedy) mentioned and with which I agree. He said a few moments ago that we were not in this province going to be in a surplus position as far as agricultural products were concerned very long. I agree wholeheartedly with the hon. Minister (Mr. Kennedy) in that statement. I think we have passed the time when we can say to our people that there is going to be a surplus in agricultural products. There may be, as there is right now, a dislocation in regard to distribution, but the overall picture appears to me that in the days that lie ahead, our problem is going to be to have enough people on the farms to

produce enough food for the people of this province to eat. I think we should be pointing our sights in that direction. I think the hon. Minister (Mr. Kennedy) will follow me in this, that they are not giving enough attention in the province, at the moment, to a land-use programme. I believe that land-use is fundamental to an agricultural development in the province of Ontario. There has been in other parts of the country and in the States to the south of us, revolutionary thinking as applied to the proper use of land and I believe as well as having a marketing branch and a statistics branch, in the Department of Agriculture, you should have a land-use department or a land-use branch. You should have this branch, and make particular use of it, to see that all the proven ideas regarding the proper use of land are disseminated to the extent that farmers throughout Ontario will take advantage of that new knowledge. I believe that we have out-worn to a great degree, the old models of farming, and I think the sooner we change from the old models, to the new, the sooner we will have reached the period of progress, and substantial progress in the province of Ontario.

I do not want to say more at this time, Mr. Chairman. There will be an opportunity as each of the Votes are called, and there will be a further opportunity

on Friday, as suggested by the hon. Minister of Agriculture (Mr. Kennedy) when we can debate fully the problem that faces the industry of agriculture.

MR. W. J. GRUMMETT (Cochrane South): Mr. Chairman, I am not going to take up too much time before the estimates are called, but I wish to congratulate the hon. Minister of Agriculture (Mr. Kennedy) on his opening remarks. He took us back to the early days of farming and his experiences at that time. He compared the use of the old sickle with the big combines and machines of to-day. I would like to point out one thing, however, and that is we are too prone now to let the machine take the place of what formerly was done by man. In the old days, a man who could swing a cradle, was looked upon as a very efficient farmer and all farmers were rated on their ability to use these old implements of farming. To-day, we know nothing whatsoever about the ability of the individual man, it is only the ability of the machines and what the machines will do. I think we are losing sight of a lot of the meaning of farming, when we place so much reliance on machinery. I am sure the hon. Minister (Mr. Kennedy) will agree with me that people in the province in the old days, including farmers, relied more upon themselves. I can recall the day when farmers and people

living in the village and small towns put away a sufficient amount of fruits and other foods to keep in food for an indefinite period of time. Today, that has all gone. There is nothing like that done today. Fifty years ago, if anything happened to a railroad, such as a strike, the effect would not be felt in the country for a considerable period of time. Six months or a year might elapse before its effects became acute and we would have a scarcity of food. But, that is not the case today. Today, we rely upon prepared foods. Each and every day we must have them, and if they are not on the shelves of the stores, then we are completely lost.

In the old days, the small country storekeeper would have a sufficient amount of certain foods which were necessary for the farmers, things the farmers could not produce themselves. The storekeeper would have them, and only a reasonable amount would be necessary to carry them over. That is not true today.

For instance, Mr. Chairman, a short time ago, we had a strike here in Ontario, on the railroads. Just think what would happen if that strike had been continued an indefinite period. In Ontario, we have approximately four million people, or, let us say, one million families, and if that strike had continued

for another two weeks, there would have been one million can openers which would have become rusty from lack of use. That is the conclusion we have to arrive at. Our people rely too much on someone doing the work of supplying them.

I like to think of the old days when the farmer was self-reliant and built up his home and his community as a little independent unit. I like particularly to listen to the hon. Minister (Mr. Kennedy) when he goes back over those old times.

Vote 1 agreed to.

MR. W. L. HOUCK (Niagara Falls): May I ask the hon. Minister of Agriculture (Mr. Kennedy) when we have any nursery stock coming into the province, does your Department inspect that, or the Dominion?

MR. KENNEDY: The Dominion.

MR. W. K. WARRENDER (Hamilton Centre): Mr. Chairman, I would like to say a few words about the Royal Botanical Gardens. I understand it comes under several departments, one of which is Agriculture and since this is the first opportunity, I would like to put this information on the record.

To save the time of the House, I am going to read from two briefs, one of them is prepared by Mr. Walter E. Griffin, deputy city clerk of the city of Hamilton. The other one from which I am going to quote is

by Dr. Radforth, who is Director of the Royal Botanical Gardens in Hamilton.

"The Royal Botanical Gardens actually became in being in the early 20's when negotiations were under way with McMaster University, then located in Toronto. The first step was the designation of the rock garden and other portions of the Park's system as a botanical garden. Application was then made to the Governor General for permission to use the word 'Royal'. When this was granted in 1930, the title 'Royal Botanical Gardens' was approved."

To skip over some of this, we come down to where he tells us how the Body is set up and gives the Board authority to maintain upon its property, "Parks, museums, zoological or other gardens".

"Give courses of instruction in forestry, nature study, botany, horticulture, agriculture and all other subjects of study that might be conveniently carried on in connection with the facilities afforded by the Royal Botanical Gardens."

"Employ and pay for the services of experts, instructors, apprentices, students and other persons whose services may be necessary in carrying out the purposes of the Board. "

"The Gardens comprise almost of 1,800 acres and because of the nature of the land, the topography and varieties of soil, together with the moderate climate and location, the Royal Botanical Gardens are ideally situated."

"The University is almost entirely surrounded by the Gardens, and the planting at the University, the flowers, sunken gardens, evergreen screens, et cetera, all belong to the Gardens and are planted and cared for by the staff of the Gardens.

"During the year, 1940, the hon. T. B. McQueston, Minister of Highways, addressed an informal meeting of the city council and requested that the area known as the Royal Botanical Gardens be divorced from the control of the Parks Board, and set up under an independent Board of Management, with a separate budget, and a programme designed to meet the needs at the Municipal, Provincial level. He further stated that when the plan is carried out, that the Provincial Government would make a financial contribution to the Gardens, and he felt the Dominion Government would also assist such a project."

Actually, what has happened is, the city of Hamilton, has over a period of ten years, paid a sum of \$436,041.69, acting on the promise of the late T. B. McQueston, that assistance would be forthcoming from the Provincial Government. Not a cent has ever been received and at this time, Mr. Chairman, I am appealing to the hon. Minister of Agriculture (Mr. Kennedy) and to the hon. Prime Minister (Mr. Frost) to give this matter serious consideration, and to meet with Dr. Gilmore who is President of McMaster University and a permanent member of this Board.

The city of Hamilton has contributed one quarter of a mill plus \$8000. of its budget. They have just had a re-assessment and that results in the sum of some \$95,000. going out annually, which is too much for our municipality, in view of the fact it is serving Provincial interests. It is attracting tourists from all over the Dominion and from all over the United States of America, all of which means revenue to this province and to the country generally.

I do not want to take too much time I just want to let the hon. members of this House know that the Botanical Gardens is really a scientific institution and it is dedicated to public service. It attracts tourists from near and far. I sincerely hope the hon. Minister of Agriculture (Mr. Kennedy) and the hon. Prime Minister (Mr. Frost) will give Dr. Gilmore and members of the Royal Botanical Gardens Board, a hearing in the very near future, and try to help finance this excellent project which is being carried on now in a very small way considering its potentialities.

MR. HOUCK: On Vote 2, Special Grants to 100-year old agricultural societies, that is quite a record. Have we many of those 100-year old societies?

MR. KENNEDY: We now have 19 of these societies.

MR. HOUCK: I think the hon. Minister should tell the House how the Community Centres are progressing, whether there have been many demands in the past year. Is there a larger percentage than the year before?

MR. KENNEDY: We have 175 grants, \$400,000.

We think the peak is over and we will not have quite as many as we had last year.

Vote 2 agreed to.

On Vote 3:

MR. T. D. THOMAS (Ontario): Mr. Chairman, I see there is no provision in that for cost-of-living bonus.

MR. KENNEDY: Oh yes, you could not stop that.

MR. HOUCK: Under that Vote, may I say something about agricultural representatives and I think the hon. Minister (Mr. Kennedy) will agree with me. I know it is true down in Welland County, and seems to be in all counties of the province of Ontario, there are so many demands made upon the agricultural representative to act either as secretary or treasurer of this or that society. I think they spend too much time on outside work when they should be paying more attention to the agricultural wants of the county.

MR. KENNEDY: I agree 100 per cent. with what you say and we are trying to correct that.

Vote 3 and 4 agreed to.

On Vote 5:

MR. P. MANLEY (Stormont): I notice in seed cleaning plants, there is a reduction of \$4,000.

MR. KENNEDY: We have 460 plants now and we think we won't need as much money next year.

MR. HOUCK: Mr. Chairman, to revert back to Vote 4, I would like the hon. Minister (Mr. Kennedy) to tell us about the market terminals, those "super-duper markets" we were going to have.

MR. KENNEDY: We have to have steel and I am going to Ottawa tomorrow to see what can be done. Steel is easier to obtain now, I think. As soon as we get the steel, we will proceed.

Votes 5 to 10 inclusive agreed to.

(Take "F" follows.)

On Vote 10.

MR. P. MANLEY (Stormont): In regard to the Ontario Cattle Breeders Association, I would like to ask the Hon. Minister (Mr. Kennedy) if they are giving anything toward the purchase of bulls at those breeding farms at the present time, or anything toward the service fees.

MR. KENNEDY: I do not think we have any breeding farms. I do not quite understand that.

MR. MANLEY: They have a breeding unit at Kemptville. Do you give anything at the present time for the purchase of sires?

MR. KENNEDY: We do, very extensively, on that. We pay a grant of one-third of the cost of each bull up to a maximum of \$600.00 grant on any one animal, and we pay one-third of the cost of land, buildings and equipment, the grant not to exceed \$5,000. That is still in operation.

Votes 10 and 11 agreed to.

On Vote 12.

MR. W. L. HOUCK (Niagara Falls): Mr. Chairman, I do not know under which vote this would come, but how many demonstration farms have we in the Province?

MR. KENNEDY: At New Liskeard is the only one. Of course, we have establishments at Kemptville and Ridgetown, but they are really schools.

MR. ALBERT WREN (Kenora): Mr. Chairman, may I ask the Hon. Minister to tell me what portion of the \$120,000 would be used this year for breaking and clearing

new land in the north.

MR. KENNEDY: We cleared 8035 acres, and we broke 7,065 acres, at a total cost of \$176,975.63.

MR. WREN: The question I asked, Mr. Chairman, was how much is provided for this year? Are you going to spend a like amount of money on new land?

MR. KENNEDY: Whatever is called for. We can only clear so many acres per year.

MR. WREN: Under this heading, Mr. Minister, is there any attention being given by your Department to the increasing number of abandoned farms in the north? Has any thought been given to the new immigration scheme, and to the colonization of these farms?

MR. KENNEDY: There was placed in Cochrane some Dutch families. I saw them last year, and they seemed to be doing very well, indeed.

MR. W. J. GRUMMETT (Cochrane South): Has a survey ever been made of the number of abandoned farms in Northern Ontario? Back during the depression days, York Township and other parts of old Ontario sent settlers into the north, and they were settled on group farms, that is, they took up nearly a township. When industry started to boom again, during the war years, these farmers deserted the farms. I understand grants had been made to them to enable them to build

houses and clear the land, but they simply walked away, and left the farms, with the houses still standing. To-day those same houses are on the farms. Has the Department any plan whereby they could assist immigrants to get on this land? Who holds the titles to it? I believe the original people who moved in, were the people who were on relief in York and other townships, and acquired title after a certain period of time, but I understand a great number abandoned their claims before acquiring title. It must be possible for the Government to re-allocate this land to other settlers. I am sure there are quite a number of immigrants who would be glad to get on these farms.

Not far from my own home, there were two townships, called Scott Township and Hanna Township, which were settled by people from old Ontario and there are only one or two families remaining there at the present time. The trouble is, the men who were sent in there were not farmers; they were machinists, and so on, and they never could farm that land. It is good land, and if you could send up experienced farmers, they can make a success of it.

MR. KENNEDY: I went through one of the townships last year, or the year before, and I found that most of the titles were in the right of the people who

originally held the land.

MR. FARQUHAR OLIVER (Leader of the Opposition):
Mr. Chairman, what happens if anybody wants to settle on these abandoned farms? I imagine in certain cases, the Government of Ontario, through the Department of Agriculture, has made loans of various kinds, and perhaps have given grants. When a man leaves the land for another job, and another one wants to take over, I suppose he has to take over the liabilities owing to the Government, as well as paying off the loan.

MR. KENNEDY: You are very optimistic. When another takes over one of these farms, the amount of the seed loan is generally written off.

MR. ALBERT WREN (Kenora): Mr. Chairman, in the estimates, I notice that the expenditure for the Northern Ontario Branch has been reduced by \$175,000. May I say that the work up there requires that it should be increased, rather than decreased.

MR. KENNEDY: We had the drainage in the Department of Agriculture, but that has been taken out, and is now included in Public Works. You will find it in their estimates.

Votes 12 to 21 inclusive agreed to.

On Vote 22.

MR. T. D. THOMAS (Ontario)? I would like to refer to a question I asked before, respecting Hydro. I think this is the only place I can ask a question with respect to the Ontario Hydro.

MR. KENNEDY: No. I think the Hon. Vice-Chairman of the Hydro Commission (Mr. Challies) will be giving a statement very shortly.

MR. THOMAS (Ontario): Would it be in order for me to ask the question here?

MR. KENNEDY: I think the Hydro votes will be before the House in a few days.

MR. W. J. GRUMMETT (Cochrane South): Mr. Chairman, I think the hon. member for Ontario (Mr. Thomas) should be permitted to ask the question, because there is no other place where he can ask it, in the future. We do not go over the Hydro estimates here.

HON. G. H. CHALLIES (Minister without Portfolio): What is the question?

MR. THOMAS (Ontario): I asked the question of the hon. member for Granville-Dundas (Mr. Challies) requesting the amount of cement bought by Hydro in 1951.

In a statement furnished to me, I noticed that the Hydro purchased from the Canada Cement Company

32,979 barrels of cement at a price of \$1,124,604.00, or \$3.21 per barrel, and from Alfred Rogers, 22,000 barrels of cement at \$3.27 per barrel.

I also addressed a question to the Hon. Minister of Highways respecting the same thing, and received the figure that they had purchased from the Canada Cement Company, cement at \$2.75 per barrel, and from the Alfred Rogers Company, at \$2.80 cents per barrel, whereas the Hydro paid \$3.41 per barrel.

I was wondering if the Hon. Minister cares to comment on that. The Ontario Hydro paid 47 cents and 61 cents more for cement than the Department of Highways.

MR. CHALLIES: The question is not in order, as far as that is concerned, and if I answer it, it will have to be from memory. It is the difference between bulk cement and bagged cement. I understand the Department of Highways buy it without sales tax, and under some other arrangements, and for that reason the price is lower.

MR. OLIVER: Do you pay the sales tax?

MR. CHALLIES: Yes, unfortunately we do. We pay the sales tax, even on our rural distribution lines.

MR. THOMAS (Ontario): That would probably account for it.

MR. CHALLIES: I think it would account for most of it.

Vote 22 agreed to.

Estimates of the Department of Agriculture agreed to.

HON. L. M. FROST (Prime Minister): Mr. Chairman, I move the Committee do now rise and report certain resolutions.

Motion agreed to.

The House resumed, Mr. Patrick in the Chair.

MR. A. W. DOWNER (Dufferin-Simcoe): Mr. Speaker, the Committee of Supply reports it has come to certain resolutions, begs leave to sit again, and moves the adoption of the report.

Motion agreed to.

THE PUBLIC SERVICE ACT

CLERK OF THE HOUSE: 49th Order, second reading of Bill No.72, "An Act to Amend the Public Service Act." Mr. Welsh.

HON. ARTHUR WELSH (Provincial Secretary): Mr. Speaker, in moving second reading of Bill No. 72, "An Act to amend The Public Service Act", I would like to crave your indulgence for a moment or two to speak very briefly on the civil service of the Province of Ontario.

The Civil Service is an organization through which the Acts placed in the Statutes of the Province, are channelled to the people of the Province. I think all hon. members are fully aware of the necessity for an efficient and stable Civil Service. That has been the aim of this Government, to improve not only the working conditions of the Civil Service, but their efficiency, because their job is a service job, and the better service they give to the Province of Ontario, the better Government we are going to have in this Province. That can only be done, if we endeavour to protect the Civil Servants of this Province, those people who are anxious to make it a career.

Every new piece of legislation brought into this House results in the extension of the Civil Service of the Province, and in a great many cases an extension of the services they perform for the people.

In 1868, the cost of the Civil Service to the whole Government of the Province of Ontario was \$174,683. The total vote of the Department of the Treasury was \$7,000, and the total vote for the Department of the Provincial Secretary was \$8,000.

At the beginning of the century, in 1900,

there were 600 employees, and they cost the Province of Ontario \$265,000.

In 1918, when the Ontario Public Service Act was placed in the Statutes, we had 4,000 employees in the Province of Ontario, and they cost approximately \$800,000 per year.

The Ontario Public Service Act was placed in the Statutes in 1918, and the object of the Act was to provide for better regulations of the Civil Service, and the services generally. It provided a measure of control over the appointments, and also a measure of control of the standards of recruiting. It made an attempt to standardize the rates of pay. Prior to that time, there was a wide difference in different localities. People who were doing the same job were getting entirely different rates of pay. It introduced some measures of discipline which were badly needed, and it set the office hours, and introduced vacations.

In 1920, we had the first report on classification, and a salary schedule tabled in the Legislature. This was the result of a survey made by a Committee appointed by the Legislature. This report was adopted in 1940, at the same time the

Super-Annuation Act was introduced. This had quite an effect in the improvement of the services. It had also another important clause in it, in that it gave the veterans a very great preference. At the same time, it required appointees of the Civil Service to meet certain requirements as to experience for the jobs they were intended to fill, and also for certain educational qualifications, which were set at that time.

Since 1943, there have been great strides made in improving, not only the condition of the civil service, but the condition of the services generally. There has been a tremendous expansion of services which are being rendered.

We have now continual revision of classifications. For instance, last year 105 classes of the Civil Service were withdrawn. We introduced 85 new classifications, and 457 existing classifications were reviewed, and in some cases were changed quite materially.

The salaries are now reviewed annually, and revised. We have established Departmental Councils, that is, councils of employees of the Civil Service, who make representations to the Joint Advisory Council,

and who sit in with members of the Government and the Civil Service Commission in an endeavour to improve working conditions, and the efficiency of the service generally.

We have established an appeal board. Last year there were 91 dismissals from the Service for various causes. Five of these were appealed; the dismissals were upheld in three of the five cases. In the other two, they were not.

We have introduced the five-day week. We have introduced the cost-of-living bonus, which has been revised upward several times in the last few years.

We have given recognition to the Quarter Century Club, that is, of those who have been in the Service for 25 years or more. I thought it was a very gracious thing this afternoon, and which caught me quite by surprise, when the Hon. Prime Minister (Mr. Frost) in his remarks, pointed to the record of Mr. Charles Fitch, of the Department of the Hon. Attorney-General. That exemplifies one of the objects which should always be before us in our dealings with the Civil Service, and that is, to make the career attractive, so we can attract the

right type of people, in order to induce them to remain in the Service, and whose experience will be of value, not only to the Government of the day, but to the Province of Ontario as a whole.

I do not believe you can find anything in any jurisdiction that will approach the record established by Mr. Fitch, in regard to length of service.

We have also established the Health Centres for the Civil Service. This is being expanded, and I think it is a very desirable expansion, indeed.

We have now the In-Service Training. We are endeavouring, by this method, with the co-operation of the Civil Servants themselves, to give them opportunities for advancement, and for learning more about their jobs, and to acquire new techniques from other jurisdictions. This is of value to them, and of value to the Civil Service generally, and is of great value to the Province of Ontario, because the better they know their jobs, and the more they know what to do, the better service they are able to give to the people of this Province. This type of training is being carried on through our Police College, through the Fire College, and through our clerical and accounting staffs, the Department of Lands and Forests, the Department of Highways, the Treasury Department, and others.

The Treasury Department has made it possible for some of their employees to earn their C.P.A. degree while still working for the Government of Ontario. The same thing has been done through the Nursing Assistants course, and through this course, we get the nucleus of the trained staff we need for our hospitals.

We have in the Civil Service to-day very many men of high qualifications.

(Take "G" follows)

We have professional engineers in the Department of Public Works, the Department of Planning and Development, the Department of Mines, the Department of Lands and Forests and the Department of Labour; we have a great number of highly qualified men in the Department of Health.

Another step has been taken that I think is quite important. We have centralized the payrolls of the Province. We have introduced business machines and that trend is being accelerated because it is not only in line with modern business practices but it speeds up the work of the Departments concerned and eliminates a lot of human error.

All these things have had the effect of making the co-operation between the different Departments much more efficient. We have at the present time about 16,000 employees in the Province of Ontario. About 12,000 of these are permanent employees; the remaining 4,000 are temporary. Last year 56 per cent of the appointments made to the Civil Service were veterans.

In the past ten years the increase in the number of employees in the Civil Service in the Province of Ontario was 45 per cent, and I would like to compare that briefly with some of the other jurisdictions. In Saskatchewan for the same period the increase was 66 per cent; in Alberta it was 38 per cent; in Manitoba it was 46 per cent; in Quebec, 83 per cent; Nova Scotia increased their number by

102 per cent, and British Columbia by 41 per cent. So you can see from those figures that the Province of Ontario in proportion to our growth -- and our growth has been greater than any other province of the Dominion -- has not been faced with the necessity of increasing its number of civil servants unduly.

Last year there were 12,500 employees of the Province of Ontario who received annual increases effective on April 1st, 1951, and that raised the average salary in the Civil Service from \$2,452 to \$2,598. We have already dealt with the increases for 8,000 of our employees for this year, and the remainder is being dealt with as rapidly as possible.

Last year our resignations from the permanent staff were slightly over 6 per cent, and, Mr. Chairman, I would ask you to note these figures: 6 per cent of our Civil Service resigned last year. From the temporary staff it was slightly higher than that.

I think we can understand that, when you consider a great number of people are taken on temporarily on a probationary basis. A great many are found satisfactory; some are not, and they are let out at the end of their period of probation. That accounts for the higher rate on the temporary staff.

A survey of industrial and commercial establishments, which might be comparable, show that last year 30 per cent was the average turnover in industry, and in this connection there was a question asked on the Order Paper some time ago. I would like to

point out that the turnover in the Ontario Provincial Police was only 11 per cent. So that in spite of what we have seen in the press, we are not losing a high proportion of our police officers.

Last year about 400 married women resigned. The absence from duty averaged seven days for each civil servant at a total cost of \$646,000 to the Province of Ontario in lost employment. The overall average was .60 per cent. The Provincial Police -- and I just quoted the figure for them a moment ago -- was .28 per cent, and, strangely enough, the staffs of the reformatories were very low indeed, being .32 per cent.

It is the firm policy of this Government -- and I am sure every jurisdiction in the Dominion of Canada is working along the same line -- to make the Civil Service of this province attractive so that we can get the right type of employees.

We have had many criticisms levelled at the Civil Service and I would like to say this to you, that civil servants as a whole are just a cross-section of the people of the Province of Ontario. We have energetic people who are interested in their jobs, learn all they can of their jobs so that they will be able to render a better service: we have people who are content to ride along and then, of course, we have the drones.

We have all those classes in our Civil Service as we would have in any group of people.

If we take any industry we would find that all those classes of people are represented as well as in the Civil Service, and I think I can say in all sincerity that we have very good reason to be proud of the class of people who are employed by the Province of Ontario. We have a very, very able group of officials indeed. We have people who are not so efficient and we have some drones. Fortunately, the latter class usually get out of the Service. What we are endeavouring to do -- and I think with some success -- is to teach our Civil Service that their job is to render a service to the Province.

I was much impressed the other day when I saw a copy of a pamphlet that was brought out by the Department of Travel and Publicity some years ago -- The Ontario Government Directory and Guide. A person in business or from the farm or wherever he comes from, comes into the Parliament Buildings in Toronto and runs into an obstacle, that is, in not knowing where to find the man he wants to see about his problem, and a second obstacle in not being able to tell who this man is, whom he wants to see. That was realized some years ago, and the Guide was brought out and it was quite satisfactory. I am very glad indeed to see that my colleague, the hon. Minister of Travel and Publicity (Mr. Cecile) has brought out a new one very recently which is much more comprehensive and informative than the original one.

There is not a problem on which a man in business

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Figure 1. Schematic representation of the experimental design. The subjects were divided into two groups: the control group and the experimental group. The control group was divided into two subgroups: the control group and the control group. The experimental group was divided into two subgroups: the experimental group and the experimental group.

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[illegible]

or a man on the farm, or a commercial fisherman, or whoever he may be in the Province of Ontario, cannot receive help from the various Departments of the Government. That is true of the Federal Government and it is true of our Government here. The difficulty he has, as I mentioned, is to contact the right persons, and we are endeavouring through our information services and through other services of the Government to make it easier for people ~~xx~~ who have problems -- and we all have them at times -- to come in and gain access to the man who can help them as quickly as possible. I think that is the fundamental job of the Civil Service of the Province of Ontario, to help the people in this province who have problems, and any way in which we can assist the Civil Service in devising means of making their technical knowledge and their experience available, will be done.

As regards this Bill 72, I gave an explanation of it at first reading. The last clause, I might say, is a tidying-up clause. We have in the Department of Education a very few individuals, about five or six in number, who, after the amendment to the Public Service Act in 1948 -- and it was not realized at the time it was done -- were affected adversely. These clauses are inserted to try and rectify the injustice that has been done.

Mr. Speaker, I move second reading of Bill No. 72.

MR. F. R. OLIVER (Leader of the Opposition):
Mr. Speaker, may I ask my hon. friend if this Bill was discussed with the Civil Service Association, and, if so, did they approve of the Bill?

MR. WELSH: Mr. Speaker, I might say that these amendments to the Public Service Act are on the recommendation of the Civil Service Association.

MR. J. B. SALSBERG (St. Andrew): Mr. Speaker, just a question. Section 3 of the Bill provides for a contribution to be made by the Government to the retirement fund for temporary employees. The hon. Minister (Mr. Welsh) said that there were about 4,000 on the temporary list at the moment. When I spoke on this question during the consideration of the Estimates of the hon. Minister I used the figure "6,000" which I took from a publication of the Civil Service a year before.

At this time I would like to ask the hon. Minister what is being done and what can be done to do away with this inequality which still exists in the Civil Service where people are working for periods of twenty and twenty-five years and are still considered as temporary employees.

There is obviously no need for that. I was told -- if I may, Mr. Speaker, repeat it at this time -- that the reason for some of these employees being kept on the temporary list is that they have members of their families already employed

in the Service and they cannot become permanent employees because of that old ruling that still exists. I am not quarrelling with the old ruling; it may be a good idea to restrict the members from one family or it might not, but these people have given service to the Province for almost a lifetime and yet they have been given none of the protection that we give to the other members of the Civil Service, and I think a definite attempt should be made to clear this up.

I am told also, Mr. Speaker, that this condition prevails very largely in the Department of Highways, and that the reason given by some in that Department is that they are really only employed in the spring or in the winter. Yet I am assured by people who are personally involved that they have been employed by that Department year after year both in the summer on roadwork and in the winter on maintenance work. They have no other employment; they seek no other employment; they are looked upon and they consider themselves to be permanent employees of the Department of Highways and yet they are not receiving the benefits which go to the other members of the Civil Service.

In view of the fact that the hon. Minister felt it necessary to speak at length -- I think it was well that he did -- on this Bill, I wonder whether he can assure the House that a new approach will be made immediately to solve this problem and have all these people who really are permanent placed

on the permanent list and give them the protection, the security and the benefits which we give to all members on the permanent list.

MR. WELSH: Mr. Speaker, I might say in reply to the hon. member for St. Andrew (Mr. Salsberg) I have never heard the argument he advanced, that a great many people were temporary civil servants because they had relatives working in the Civil Service. It may be true; I won't dispute it, but I will say that I know of no such case, and I do know something about the problem.

We have a great number of tradesmen employed in the various Departments of this Government such as the Department of Lands and Forests, Department of Public Works and the Department of Highways etc., and these men do not want to go on the permanent staff.

Reference was made to the employees of the Department of Highways. I happen to come from rural Ontario. I know a great many people who work for the Province in the summer and would not want to work for the Province for anything more than the summer months. They have other interests. They take out logs in the winter. Some of them are fishermen. They have various jobs and there has been no request from them to my knowledge -- I know a great many of these men personally -- to come on the permanent staff. They are quite happy to work for the Department of Highways in the summer months. They want to live their own lives for the rest of the year.

MR. SALSBERG: Of course, that is not the opinion of the Civil Service Association. They have made representations on behalf of those people time and again and I think the Association considers this one of the major problems at the moment, which they are trying to grapple with and solve.

HON. L. M. FROST (Prime Minister): I might say to the hon. member that the number of temporary employees is being reduced all the time. We are endeavouring to correct that condition. It is not an easy matter to deal with in some ways. It may sound simple, but there are a lot of cases where temporary employment is really a necessity, but we are trying to correct it all the time and I think we are.

HON. G. H. DUNBAR (Minister of Municipal Affairs): I would like to say something as Acting Minister of Highways. I have had some experience along this line, having been controller of a city and controller of works, looking after working people, installing sewers and water mains and constructing roads, for seven years. If you are observant you pick up a lot as you go along, you know.

MR. SALSBERG: The hon. Minister would.

MR. DUNBAR: I know you cannot employ people steadily if you have not the sewers to construct or have not a water pipe to lay or a road to build. There are not always highways being built, but there are some years when the Department endeavours

to have as much day work as possible in order to give work to these men who are working on snow plows . or roads during the winter months, and then, of course, their work depends on the kind of winter. If there is a lot of snow and so on there is plenty of work. You will be surprised to learn that as Acting Minister of Highways I have had five or six letters from hon. members of this House, suggesting that we should divide that work at the present time. I do not agree with that. They think that on account of there being more unemployment we should divide the work and take it away from these men. That is a thing I would not like to do. I think these men have served the Province well.

(Take "H" follows)

As my colleague has said, they perhaps would work in the winter on logging or something of that nature, but they were there when we needed them and they have the preference. We cannot guarantee these day men permanent employment.

MR. OLIVER: May I ask the hon. Minister (Mr. Dunbar) are his foreman on highway work on a temporary staff?

MR. DUNBAR: No, they are on permanently now, I think every one of them was put on permanently last year.

MR. HOUCK: I notice the hon. Minister (Mr. Welsh) when speaking to the Bill, used a percentage of 10 per cent. of provincial policemen who have resigned in the year 1951. I wonder if the hon. Minister (Mr. Welsh) could tell us what percentage of that 10 per cent. would be men who joined the force during the last two or three years. It would be very interesting to know. Would the hon. Minister (Mr. Welsh) get me those figures?

MR. WELSH: Yes, I will.

Motion agreed to; second reading of the Bill.

CLERK OF THE HOUSE: Twenty-first order, resuming the adjourned debate on the amendment to the motion, that Mr. Speaker do now leave the Chair and that

the House resolve itself into the Committee of Supply.

MR. W. J. STEWART (Parkdale): Mr. Chairman, the Budget submitted to this House Thursday last, and so ably presented by the hon. Prime Minister (Mr. Frost) is indeed irrefutable evidence of achievement, of a broad advance in human betterment and financial progress conducive to the well being of the people of the province of Ontario. It preserves and enriches what we, as Canadians, are happy to call our "Canadian way of life." It adds to the constructive policies of reasonably dealing with the problems of all our people and is evidence of strict and sound adherence to the policy of conserving the rich heritage in natural resources and capital assets of Ontario. It is indeed an evidence of honest endeavour and financial assistance, to create a healthy environment for the expansion of employment, mindful that 52 per cent. of our population are employed in industry.

Regarding municipal finance; that has been very carefully considered and has been substantially aided by the treasury benches and the Select Committee will further study this, as will the Government. The enormous increase in grants is of direct benefit to every ratepayer and in turn, to every tenant. These grants very definitely reduce municipal taxation. What a stupendous advance in municipal aid, an increase of

\$100,000,000. in nine years. Had the province not made such grants, municipal taxation, in many cases, would have reached the point of property confiscation.

The right to assess Crown property is a new source of municipal revenue and indeed a splendid example, one I hope Ottawa will follow. Hydro and others will be bearing burdens like private enterprise. Heretofore, the small home owners, heavy taxpayers, have paid the cost of the municipal service they, the Crown properties, receive. The hard-pressed municipalities certainly welcome the aid. I believe that now about one-third of the total ordinary capital expenditures go to municipalities. I know the city of Toronto is grateful for what you have done. At present, Toronto with the tax on the land of Utilities, will appreciate that what has been done is a step forward. Toronto, with other municipalities, is looking forward to greater assistance from provincial-municipal conferences and hopes that Ottawa will follow the splendid example.

To my mind, Mr. Chairman, the municipality is a body of land-owners banded together to provide themselves with indispensable collective services and to assess the cost of those service proportionately to their holdings. When the Select Committee of this House meets, I think a study should be given to drawing a line of demarkation clearly between indispensable

services and others which while necessary, yet are of no real benefit to property. I would also respectfully suggest that some advice be given to municipalities, so as to slow up the increasing applications made to the Municipal Boards for validating legislation, instead of taking a vote of the people, the ratepayers. These should go to the people who pay the bills, and they should be asked, "Are you willing?". I have always believed in that time-honoured principle, "Trust the people".

Municipalities have long urged that the total cost of education, with social services and other items, be taken over by the Provincial Government. This Budget has gone a long way towards the desired goal, bearing in mind that the Select Committee will give a further study to this, and give further relief to the municipalities. Education, to my mind, is equally as potent as legislation.

We are frequently told of our natural resources, so let us remember to tell the rising generation we did not put them below the ground level nor above. Divine Providence has richly endowed us. We must also teach them in our system of education their responsibility towards the trust which is theirs to maintain, and teach them we are very proud of our ancestry, our loyalty to Crown, Throne and Flag.

We must teach them not only how to earn to live, but how to really live. We must teach them that as Canadians, we are not a mediocre people, and do not foster colorless neutrality. We must teach them we are proud to be Canadians and proudly we play our part in the Commonwealth and in world affairs.

I would like to draw the attention of the House to something that happened some time ago. The Department of Education sent out a pamphlet outlining a course of studies for our schools, a recommended course which provided for the teaching in Grade XIII history, namely "Britian and the Commonwealth, Growth of British Democracy". Later, however, the Social Studies Committee of Toronto, reporting to the Board of Education of Toronto, recommended instead of teaching British history in Grade XIII, we substitute the Americas, with emphasis on the United States, including Canada and Latin America. Grade XIII has pupils who average 14 years of age and if we left the teaching of British history for higher grades, many would leave school without being taught the subject recommended by the Department, that is, the course prescribed and recommended by the Ontario Department of Education. I think, as many others do, that British history should come first, and later, the other subjects could be



H-6

taught in higher grades.

No one appreciates more than I, the importance of preserving and furthering friendly relations with the United States of America, but I would like to ask, why the constant attempts to water down the potencies of inspirations of British connections and British ideals.

(TAKE "I" FOLLOWS)

Consciously or unconsciously, some play the game of subversive influences, casting away the ideals of loyalty to the Crown and the other precious jewels of our rich heritage.

I would like to quote from a copy of the Congressional Record in the United States, first session of the 82nd Congress; this is a report from UNESCO:

"Scheme to pervert public education."

Also from the Congressional Record I quote The Headings which reveal the analyses of Hon. John T. Wood, as follows:

1. Poisoning the minds of our Teachers
2. Teach disloyalty to children.
3. Truth is to be suppressed
4. Objective -- one World Government.

Mr. Speaker, I would like to quote a couple of extracts from a book which the Representatives over there opposed:

"As we have pointed out, it is frequently the family that infects the child with extreme nationalism. The school should therefore use the means described earlier to combat family attitudes that favour jingoism."

I suggest if we succeed in breaking up family life then we go back to the tribal days of mob rule. And further:

"First of all, teachers are urged to suppress American history and American geography, which might enhance pro-American sentiments which UNESCO wishes to sterilize. Here is how booklet V, on page 11, treats the problem as it affects children aged 3 to 13 years:

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"In our view, history and geography should be taught at this stage as universal history and geography. Of the two, only geography lends itself well to study during the years prescribed by the present survey. The study of history, on the other hand, raises problems of value which are better postponed until the pupil is freed from the nationalist prejudices which at present surround the teaching of history."

I quote further from page 14 of the book:

"Truth, like orthodox and reasonable teaching methods, is to be suppressed wherever and whenever it stands in the way of glorifying those things which are foreign above those which are particularly American. On page 14 of booklet V, there appears the following advice:

"Certain delicate problems however will arise in these studies and explorations. Not everything in foreign ways of living can be presented to children in an attractive light. At this stage though, the systematic examination of countries and manners can be postponed, and the teacher need seek only to ensure that his children appreciate, through abundant and judicious examples, that foreign countries, too, possess things of interest and beauty and that many of them resemble the beauty and interest of his own country. A child taught thus about the different countries of the world will gradually lose those habits of prejudice and contempt which are an impediment to world-mindedness."

Mr. Speaker, my point is this; the inroads on the educational system of America were properly exposed by the Hon. John T. Wood. Are the books which the Hon. Mr. Wood objected to, ... books that would find their way into the class rooms of our schools to replace the teaching of British history? The school teachers have done and are doing a splendid service in molding the thinking and the character of our rising

generation, and the efforts of a few misguided persons should not libel the profession. I feel satisfied that in due course the Senior Officers and the Board of Education will block the change, and I am confident that the hon. Minister of Education (Mr. Dunlop) will guard against the insidious propaganda to which I have referred. The United States of America is fighting subversive inroads, so must we.

The Supplementary Estimates provide \$1 million to make actuarially sound the Teachers' Superannuation Fund, which indeed is well merited, as are Provincial grants to the University of Toronto and related Colleges, which are increased from \$1.9 million in 1940-41 to \$4.3 million in 1951-52. Also grants to the Toronto Board of Education, which are increased from \$526,120.22 in 1941 to \$2,972,439.14 in 1951, or an increase of over five times.

Health and Welfare appropriations provide maintenance grants plus special grants to teaching hospitals, which are indeed not only a benefit to humanity but also a direct relief to ratepayers who have been taxed for hospital deficits. Special grants to hospitals and universities likewise benefit the people and enable the hospitals to increase bed accommodations. This is another feature in which this Government has kept faith with the people. In 1940-41 grants and payments for health totalled \$2,246,675.96; in 1951-52 they

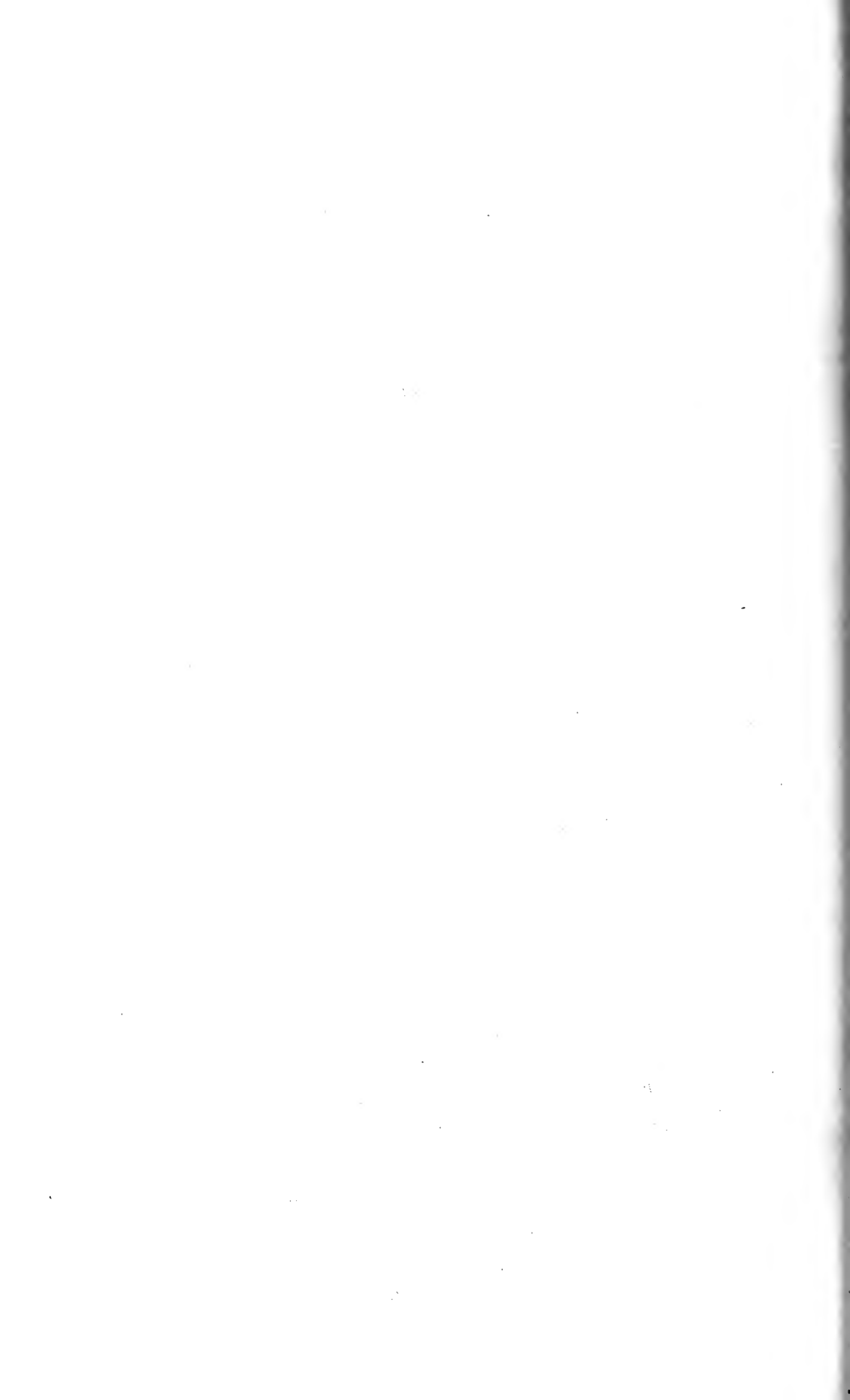
totalled \$12,664,683.23, an increase of over \$10,400,000, which includes grants to teaching hospitals.

Government aid to housing, Mr. Speaker, is indeed welcomed by our people. The second mortgages fund of \$10 million and the assistance to young farmers are substantial contributions not only to aid housing and farming but such assistance creates and develops and is essential to good citizenship.

Good roads are indispensable today and are directly and indirectly of great benefit to all the people. I spoke to the Deputy Minister some time ago relative to regulating the speed of motor cars approaching and passing schools and school buses, and churches during Sunday service. I learned they are hesitant about enacting any such legislation because of the difficulty in defining school or church areas, but I most respectfully submit that human life is precious and cannot be replaced, and that something should be done about it.

I have had some experience on the highways of the United States of America. In some parts of the country you can in a very short distance find three or four different speed limits and highway patrols for safety, and, no doubt, for revenue as well.

The Highway Department budget reveals that there is one vehicle for every four persons in



the province, and that since 1945 there has been an increase of 642,000 registrations, representing a 97 per cent increase. Last year there was an increase of one hundred thousand. We now have 1,200,000 trucks, buses and passenger cars using our highways, which is a further reason why some consideration should be given to protecting our children leaving or entering school, school buses and people endeavouring to enter places of worship.

This enormous increase in traffic serves to explain why the Government spent \$104 million on new highways last year. It is estimated that \$12 million more was collected in revenue from them. It also explains why the Government spent \$51 million on new highway construction.

It is interesting to note the growth in the population of our province as compared to the budget figures. In 1941 the population of the province was 3,788,000; a decade later it had reached 4,598,000, or an increase of 810,000 persons. The increase last year was 160,000. The increase in the birth rate is reflected in the enrolment in primary schools.

An interesting and rather incredible feature of the budget is that in 1943 the debt per capita was \$127.56; in 1951 it has been reduced to \$116.65.

The expansion of Ontario has never proceeded so rapidly as it has during the last few years, and I would like to take a moment or two, Mr. Speaker, to

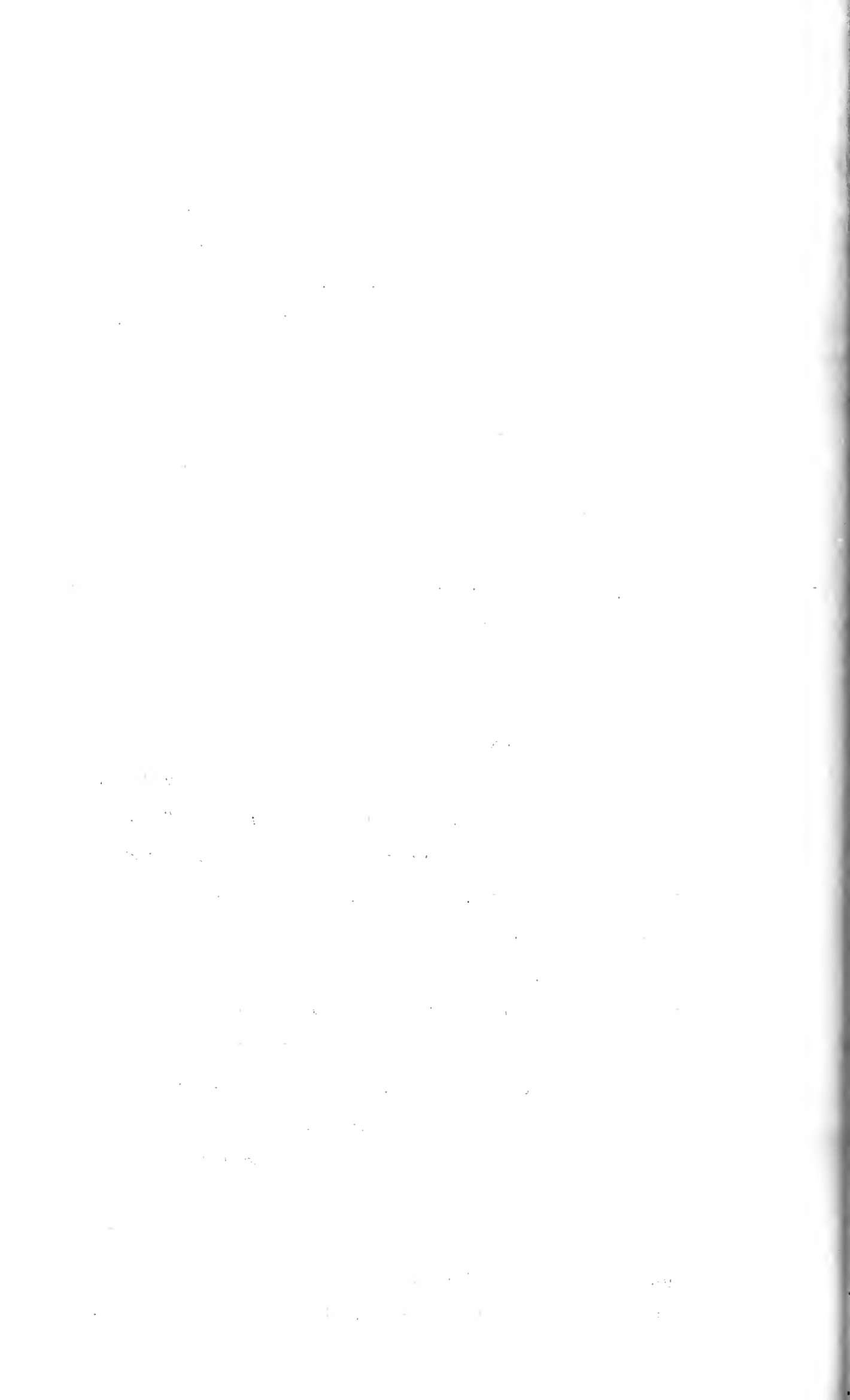
give you my impressions of the debt of the Province, particularly a comparison of the increase of debt with the increase in physical assets, and for accuracy I trust I may be permitted to quote figures I have before me.

In the nine years from March 31, 1943, to March 31, 1952, the net debt of the Province of Ontario increased by \$73.9 million. In this same nine year period, however, the investment in the Province's physical assets, such as highways, Provincial lands and buildings, including conservation projects and rural power extension lines, totalled \$287.8 million. In other words, the people of Ontario have secured capital assets of nearly \$288 million at the expense of an increase in its net debt of less than \$74 million, a very creditable record.

Since this Government has been in office it has capitalized only one-quarter of its investment in physical assets. The balance has been met from current account.

It might also be mentioned that besides the investment of nearly \$288 million in physical assets in this nine year period, the Government's investment in human resources of health, public welfare and education, including the scientific improvement of agriculture, was \$774.2 million, or better than \$3/4 billion in that nine year period.

When you consider this increase in the net debt you must at the same time take into account the additions that have been made to capital assets and



equipment during that fiscal period.

During the period 1951-52 the Province spent \$51 million on new capital construction for highways; it spent \$10 million on Provincial lands and buildings and conservation works; it spend \$10 million for rural power transmission lines, and more than \$1½ million on other capital items, or a total of \$72.6 million.

Our net debt increase was thus \$47 million; we obtained over \$72 million in physical assets, of which by far the largest was highways.

At the same time we did not neglect the humanities. During this fiscal period ending March 31, 1952, we spent \$146 million on education, health and public welfare, and that is an enormous sum. What we put out for education and public welfare now exceeds all the revenue we obtained from corporation taxes.

I might say in passing that I analysed the statement and found that corporation taxes are the main source of revenue, representing 23.75 per cent of the whole. I found that 73.73 per cent of the stock debentures issued by the Province are payable in Canada, only 2.2 per cent in New York and 24.03 in London, so most of the debt is payable in the currency of our own country.

During the past decade there has been a considerable change of attitude on the part of the public towards debt, both public and private, largely in the form of mortgages and instalment

buying. In the early thirties debt was regarded as something to be kept at a minimum. I had the experience of being Mayor of Toronto during the hard times of 1931, 1932, 1933 and 1934. Someone analysed the depression and came up with the reason for it as being that prior to that time publicly and privately we had been spending money we had not yet earned to buy things we did not need, to impress people we did not like. Today, Mr. Speaker, debt is regarded by many with complacency, but easy money requires careful administration.

Where does our money come from? The main sources of revenue are:

Corporation Tax	28.75%
Gasoline Tax	24.52%

Liquor fines and profits are not the main source, as some people have stated; they represent only 15.48 per cent, and, together with Succession Duties, make up the total of 68.75 per cent of our total revenue.

Frequently we hear criticism of "big business," Mr. Speaker. I think business does play a great and important part in making possible, to my mind, the social services we enjoy. I took the trouble some days ago to make an analysis of my own telephone account, during the course of which I made some inquiries. I have a single line in my home with three extensions, and it costs me \$108.60 a year. Where does that money go? \$52.24 or \$13.06 for each

telephone goes out in taxes. The Bell Telephone Company retains for themselves or for their shareholders, \$56.96 of the total \$108.60, so I submit, Mr. Speaker, that corporations are an asset as well as a necessity and do make their contributions to provide the social services we are so happy to see our people enjoy.

I have quoted figures to show that the major portion, representing a very substantial sum, might be well termed as self-liquidating and, coupled with more generous social security benefits, much of our debt is productive, some of it incurred in war years, and careful management of public debt can do much to protect our public and private investments, particularly in these days of inflation.

To my mind, Mr. Speaker, prosperity depends largely upon agriculture and industry. Rich as we are in natural resources, these in themselves are not sufficient to attract new capital to this country and this province; there must be evidence of safety and good government, and in this regard it is our good fortune that Ontario measures up splendidly.

The Ontario Budget reveals sound financing. I note with pleasure the reduction of 2 per cent in the tax on race tracks, not that it will affect my dealings at all, but I am very glad to see the Government attracting that money into the Treasury rather than have it used in illegal betting. I am very glad to point out that we have no sales tax, no tobacco tax, no meals tax and no new taxes, that our Ontario economy is a productive economy aiding agriculture, housing and employment.

1. The first part of the paper discusses the importance of the study of the history of the United States.

2. The second part of the paper discusses the importance of the study of the history of the United States.

3. The third part of the paper discusses the importance of the study of the history of the United States.

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5. The fifth part of the paper discusses the importance of the study of the history of the United States.

6. The sixth part of the paper discusses the importance of the study of the history of the United States.

Mr. Speaker, in a world faced with many grave and perplexing problems, I believe that Ontario and Canada are indeed in a favoured position. We are in a period of great expansion and Ontario has developed as the outstanding agricultural province of this country. Industrial growth has been phenomenal since World War II. In addition to our natural resources, we have been constructing new plants, producing scientific advances and new machinery at a rate not exceeded by any other province or any other country. It is our good fortune to live in a province where we enjoy a very high standard of living, and I have heard that expression used by those best qualified to judge -- yes, the highest in the world. It is your responsibility and mine, not only to see that it is maintained, but that it is expanded and preserved and enriched for the benefit of all the people whom we represent.

MR. C. H. LYONS (Sault Ste. Marie): Mr. Speaker, I move the adjournment of the debate.

Motion agreed to.

RURAL TELEPHONE SYSTEMS ACT

CLERK OF THE HOUSE: 56th Order, second reading of Bill No.105, "An Act to amend The Rural Telephone Systems Act, 1951", Mr. Challies.

HON. G. H. CHALLIES (Minister without Portfolio) moves second reading of Bill No.105, "An Act to amend The Rural Telephone Systems Act, 1951",

He said: In order to give hon. members of the House a short review of what has happened since the Bill passed last year, may I just synopsise what has been done.

Under the Rural Telephone Act of 1951, the Hydro Electric Power Commission of Ontario was charged with making a study of the best way to improve, extend and co-ordinate telephone service for rural Ontario. In the course of making this study, the Commission has already found that it can be of service to existing rural telephone systems. One of the direct outcomes of our study so far has been explained when the Bill was introduced, and that is the availability of rural hydro lines to the rural telephone systems to serve the outlying independent telephone companies, and this Bill is simply to validate the right of the Commission to enter into an agreement with the independent telephone companies to allow them joint use of their telephone poles. At that time I mentioned that the rate for a single circuit of two wires on a rural line would be ten cents for the service proposed. The former rate was, I think, fifty cents,

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which means that in the rural areas where there are two sets of poles going up and down a highway, and in some cases where the rural telephone line is not kept up to standard -- poles are criss-crossing all over, and the lines are down in the trees -- Hydro poles, which are maintained at a much higher standard, will be made available for those independent companies.

The first step taken by the Commission was to set up a rural telephone committee. The following eminent and well-qualified experts were retained as consultants to work with the staff of the Commission and select an adequate and experienced staff: Messrs. R. E. Smythe, D.S.O., who prepared a preliminary report on Rural Telephones in 1948; W. A. Rogers, O.B.S., Secretary, Independent Telephone Association of Ontario, and V. B. W. Flynn, General Manager, Noisy River Telephone Company, Limited. I should stress that the "Noisy" applies to the river, and not to the telephone company.

MR. F. R. OLIVER (Leader of the Opposition):
Simcoe County.

MR. CHALLIES: Those are the three men who are serving on the Committee, along with two experts from the Bell Telephone who are on a loan basis to work on the survey, analyze the problem, and in co-operation

with the Committee recommend solutions and prepare a report for this Legislature.

Since September 1st, 1951, these gentlemen, with the staff they have selected, have worked under the direction of the Rural Telephone Committee and the Commission. Detailed maps of the entire Province have been prepared showing present telephone lines, systems, and territories served or not served. The active interest, advice, and assistance of all present independent telephone companies and systems were sought through a questionnaire addressed to the 464 municipal telephone systems, corporate, and privately-owned systems, and other organizations now providing telephone service throughout Ontario.

41%	or 188	Companies have up to	50 subscribers
14%	or 66	" " from 51 - 100	"
23%	or 107	" " " 101 - 300	"

In passing, Mr. Speaker, may I comment that the first three classes, those with subscribers ranging from a small number up to perhaps 300, create the problem of rural telephones. The larger the company, the more numerous the subscribers, the easier the problem is for them to solve.

13%	or 60	Companies have from	301 - 600	subscribers
6%	or 29	" " " 601 - 1000	"	
2.25%	or 11	" " " 1001 - 2000	"	
.65%	or 3	" " " 2001 - 5000	"	

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3. The third

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It is gratifying to report that 85 per cent of the questionnaires were filled out and returned to the Committee. Because the 15 per cent that were not returned represent only a very small number of telephones, it can be said that the returns received represent an almost complete picture of the telephone situation and the views and opinions of the independent telephone operating industry in Ontario. An analysis of the information obtained in the questionnaires is now being prepared. A lot of work is involved in analyzing these 464 returns. That is being done. At the same time, other information is being gathered from a wide field. Rural telephone organization and problems are being studied in Ontario, and in other parts of Canada. I might say, Mr. Speaker, experts have visited Manitoba, Alberta and Saskatchewan and sat in with the municipal organizations and independent telephone companies there, to find what their problems were, how they have solved them, and if they had any ideas as to what would be done to help solve the problem in Ontario. They visited Washington and sat in with the Rural Electrification authorities in Washington, and received very, very valuable assistance and guidance from what is being done there. One thing

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is devoted to the study of the properties of the function

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that was found in the United States was that a very interesting experiment was being carried out in rural Virginia, where some newly designed radio telephone equipment has been installed to connect a group of ten families living in an isolated community with an automatic dial exchange about ten miles away. This, if successful, may prove such radio-telephone links provide a reasonable alternative to building connecting lines over structures of difficult terrain in order to serve isolated groups or places, or which there are many in Ontario.

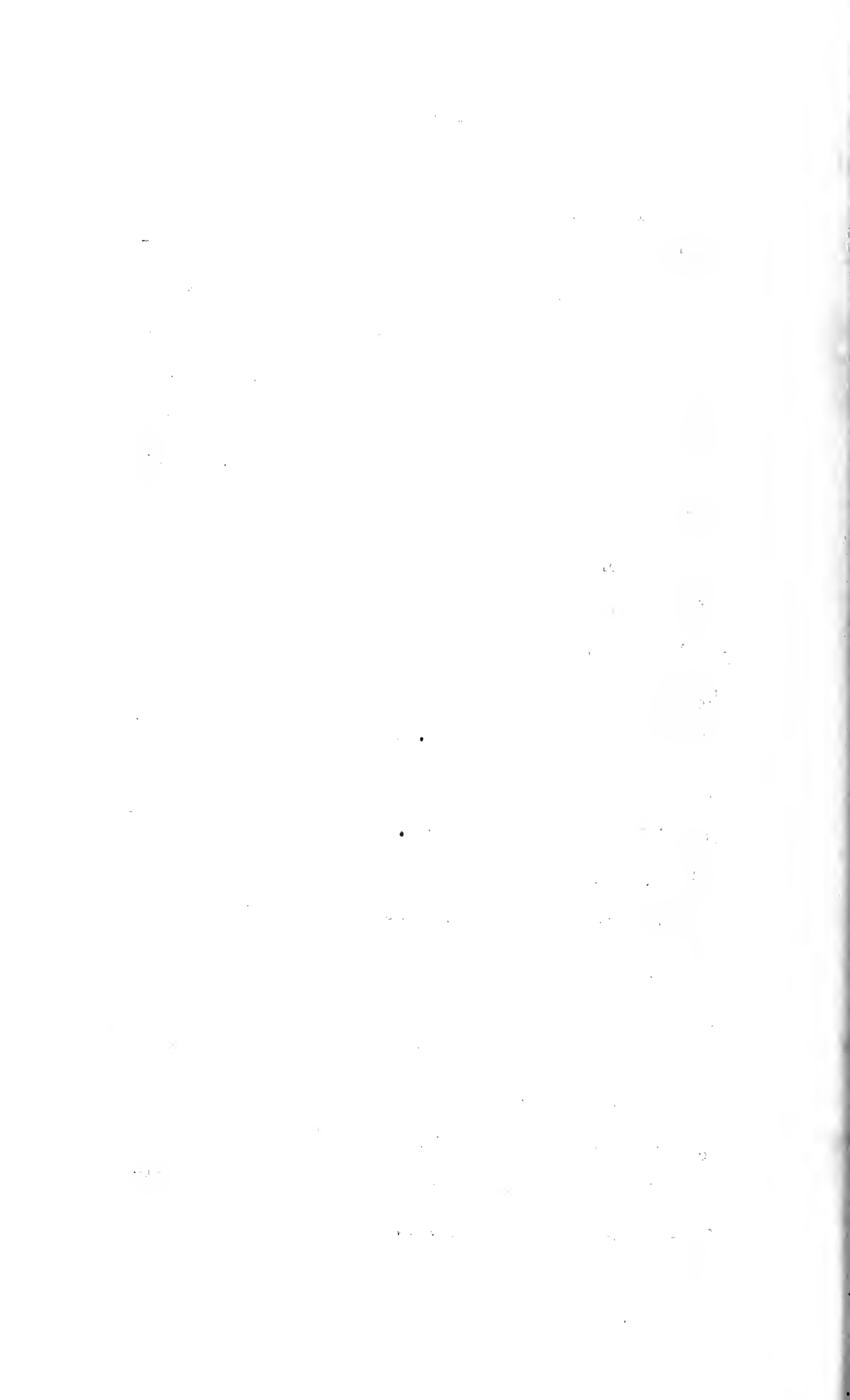
Hon. members who know the Province of Ontario can easily visualize hundreds of places where, if this experiment is carried out successfully, can be inaugurated in this Province, such places as communities situated on large islands off main shores, and in other parts of Ontario where there are communities which are not directly connected with the outside world. In such cases, if the experiment proves successful, these new automatic dial exchanges would be invaluable, and the Committee is keeping in close touch, not only with the Hydro telephone experts, but with the experts of the Department of Lands and Forests and of the Northern

1. The first of these is the fact that the system is not in equilibrium. The system is in a state of constant change, and the only way to maintain this state is by continuously adding energy to the system.
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Ontario Railway.

While these studies are proving very valuable they also underline the fact that the situation in Ontario is not duplicated elsewhere. The general nature of the recommendations that will probably be made by the Committee when its report is ready can be indicated. It seems likely that in recommending that some assistance be provided for the improvement and expansion of rural telephone service, certain good features of the rural telephone program of the Federal Government of the United States will be included.

It appears likely, too, that the amalgamation of small systems into larger units that can be more efficiently and economically operated will be recommended. There is no thought of forcing the sale or amalgamation of systems. Actually, a large number of the companies that provided information to the Committee stated that they desired or were in favour of a program of amalgamation. All of the circumstances in each particular case will have to be taken into consideration in determining how far government assistance and co-operation toward achieving amalgamations will be employed.



The Committee is completing a survey of those areas of the Province that are now not served with telephones.. Consideration is being given, for example, to developments in Northwestern Ontario.

What I have said will, no doubt, indicate the scope of the Committee's studies and work essential to the preparation of an intelligent and comprehensive report which we anticipate will be completed and submitted to the hon. Prime Minister (Mr. Frost) not later than September, 1952.

In the meantime, the improvement, extension, and co-ordination of the telephone systems serving the inhabitants of rural Ontario and the provision of telephone service in unserved areas wherever such provision is possible, practical, and desirable, are aims worthy of the full support of this Legislature.

It is the desire of the Rural Telephone Committee to produce a report that will be the basis for the establishment of a rural telephone system that will not be surpassed if it is equalled in any jurisdiction. It is the hope of the Government and the Commission that rural telephone service will contribute to the advancement of our standard of living

1. The first part of the paper discusses the importance of the study of the history of the United States. It is argued that a knowledge of the past is essential for a full understanding of the present and for the development of a sound policy for the future. The author points out that the study of history is not only a means of satisfying a natural curiosity about the past, but also a means of developing a sense of responsibility for the future. He concludes that the study of history is a necessary part of a liberal education and that it should be made a compulsory part of the curriculum of all schools and colleges.

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as effectively as the rural electrification program which was inaugurated thirty years ago and which has been accepted as a model throughout the world.

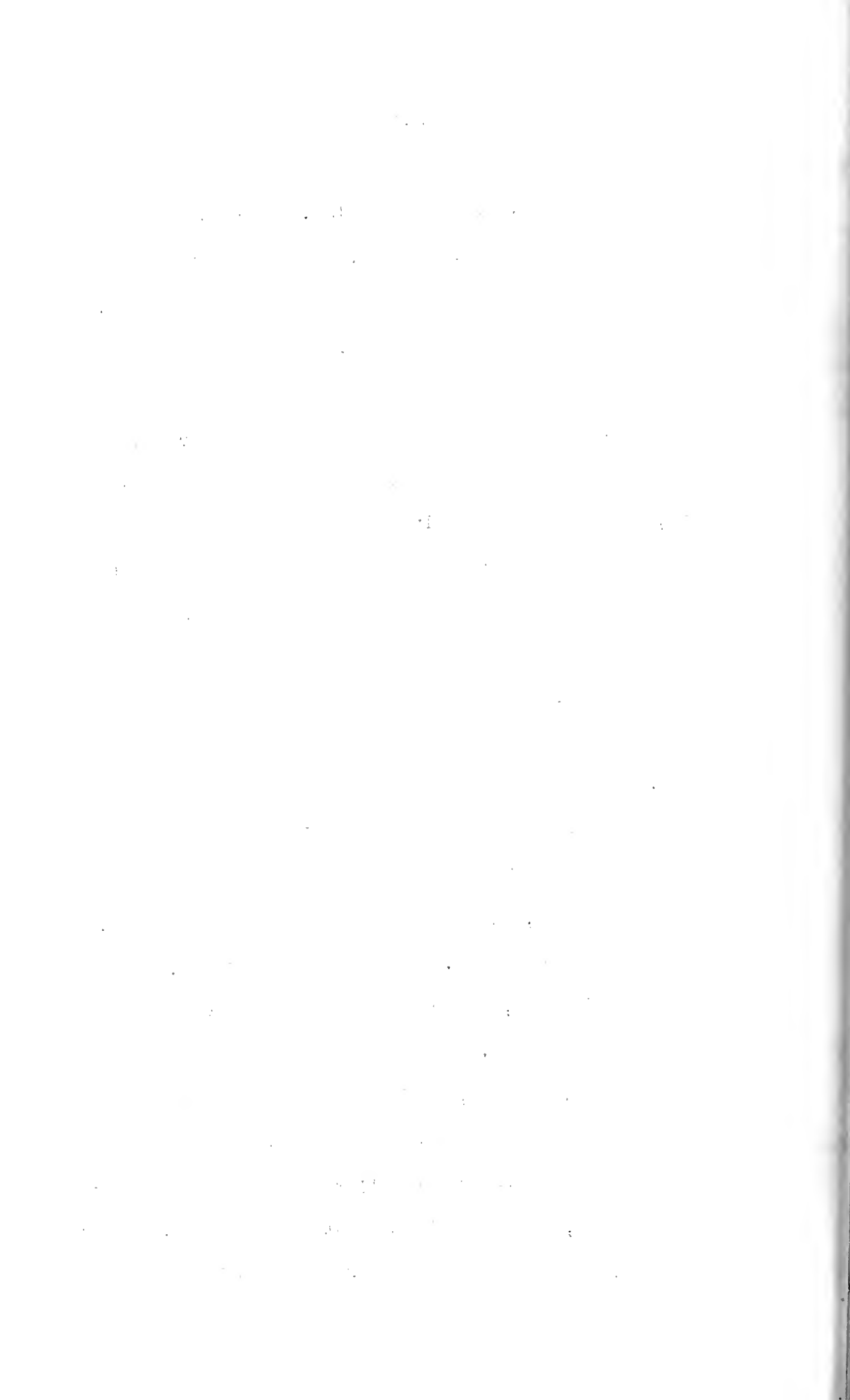
Motion agreed to; second reading of the Bill.

(Take "J" follows)

MR. J. B. SALSBERG (St. Andrew): Just one word on this Bill, Mr. Speaker. The Bill deals with the problem of telephone services in the rural areas. One of the problems is, of course, the unwillingness of the monopolistic telephone companies to provide services for the rural areas, because such services are not profitable at first. The Bell Telephone Company, which has a monopoly on the telephone systems in this Province, would be quite willing to come in and provide services in the rural areas, later on. This raises the whole question as to whether we should not establish in this Province a publicly-owned telephone system, just as we have done in connection with Hydro power. I think it would serve the people of this Province very well, if this Government would undertake such a large and far-reaching project.

It is, perhaps, a coincidence that the hon. member for Parkdale (Mr. Stewart) who spoke in the House a little while ago, referred to the telephone company, amongst other things.

Mr. Speaker, it is interesting to remember that here we are confronted with the monopoly of a public service, which can pretty well control its dividend payments, by "upping" the telephone charges, subject, of course, to approval by certain Government boards, but



they can do so, and maintain a very high level of dividend payments.

Last year the Bell Telephone Company increased its profits vastly over those of the year before, and yet were enabled to secure permission to increase rates, and now has made a further increase in the telephone rates. Anybody who is obliged to use a telephone on a street corner or in a store, now has to pay ten cents for such a call.

This monopoly reports, without feeling the need of apologizing, that their dividend payments out of every dollar income last year, amounted to 9-2/3%. I suggest that is a very high dividend to pay for an investment which is really gilt-edged, and is pretty well guaranteed by the monopolistic character of the company, and its ability to raise rates.

The hon. member for Grenville-Dundas (Mr. Challies), who has received a great deal of credit for the fine work he is doing in connection with Hydro, -- and he undoubtedly deserves some of that credit --

MR. CHALLIES: I am suspicious of that statement.

MR. SALSBERG: I said "some" -- knows he does not have to pay half of that amount by way of

interest on Hydro bonds, despite the rising interest rates. He can get money for about four percent for the expansion of Hydro projects, and the same thing could be done by the Bell Telephone Company.

I suggest, Mr. Speaker, that we should take over the telephone systems in this Province, and hand them over to the hon. member for Grenville-Dundas (Mr. Challies), and he will finance them at four percent, and the telephone users will immediately be saved the difference between four percent and 9-2/3%, and the rural telephone services will be profitable, just as the Hydro services are now.

MR. C. E. JANES (Lambton East): Do you hold any stock in a telephone company?

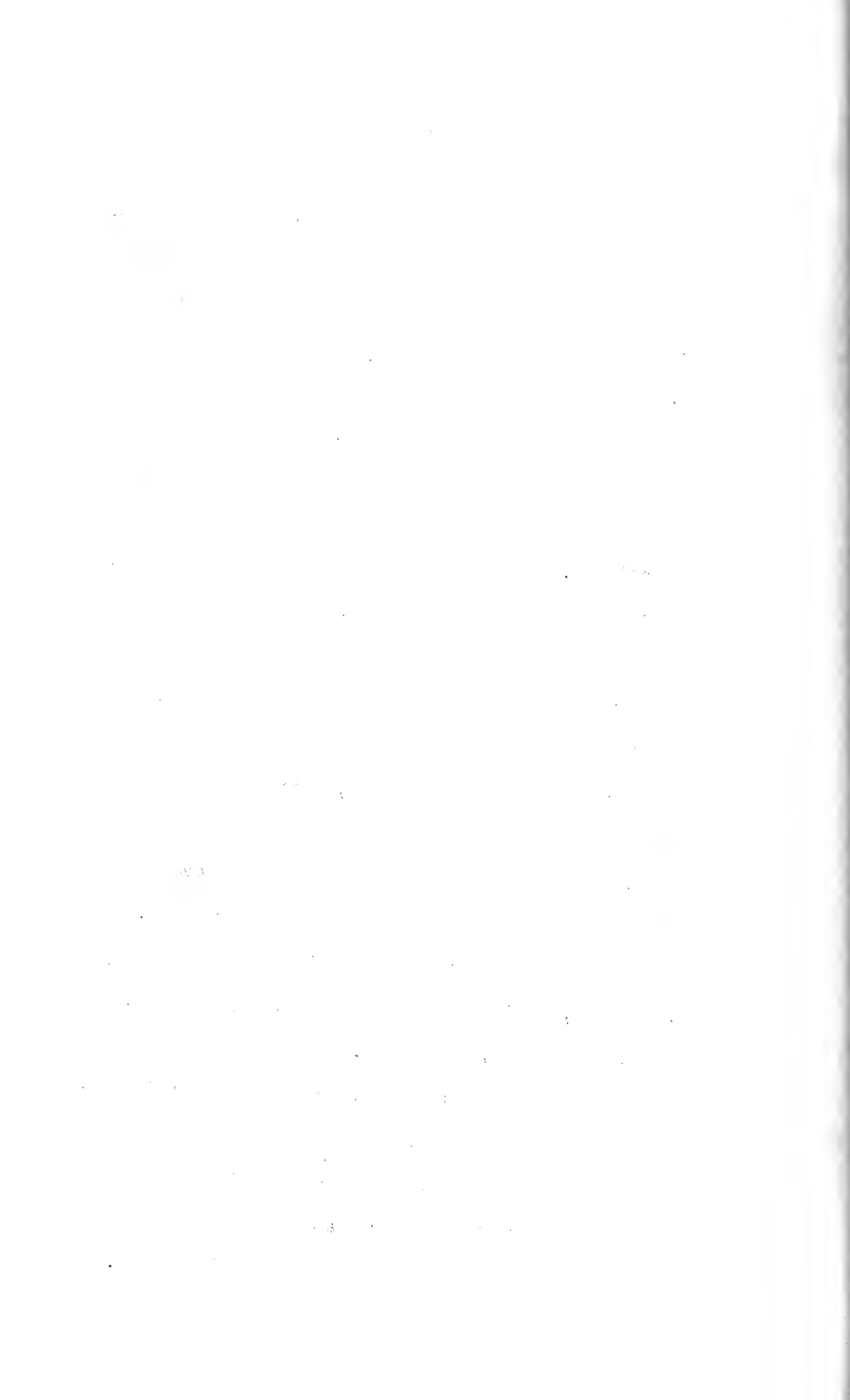
MR. SALSBERG: The hon. member for Lambton East (Mr. Janes) asked if I hold stock in the Bell Telephone Company. May I inform the hon. member that I have none, and I have no stock in any company now existing, or defunct. But I am sure the hon. member who asked that question (Mr. Janes) will agree that 9-3/4% is an unusually high dividend payment for any public utility.

I am not moving the Bill, because the hon. member for St. Patrick (Mr. Roberts) will not do for me what I did for him yesterday; he will not support

my Bill as I supported his yesterday, but it could be introduced, even though it calls for the expenditure of money, by wording it in such a manner that the Public Treasury would not be affected. I think the Hon. Attorney-General (Mr. Porter) and his staff could very easily prepare such a Bill.

Dealing, as we are now, with the telephone problem, I thought I would raise this question, and let it germinate. After all, it takes a long time for an idea to be accepted and applied. I hope this idea will be given some consideration by the Government, and I am sure, if they will consider it, they will agree the time has come for this Province to establish a publicly-owned telephone system, operated under a Commission, such as the Hydro, or by the Hydro Commission itself, in order that the rates may be reduced and the services extended to the people of this Province.

MR. OLIVER: I had not intended to say anything, Mr. Speaker, until a remark was made by the hon. member for St. Andrew (Mr. Salsberg). He intimated that in his opinion the difficulties which have arisen in connection with the monopolistic and independent telephone systems in the Province, were because of the fact that the monopolistic telephone company did not want to absorb the independent companies into their system.



I think it should be said at this time, Mr. Speaker, that the great proportion of the independent telephone companies in the Province of Ontario have no desire to amalgamate with the Bell Telephone, nor any other monopolistic telephone system. I think it is true that these independent telephone companies are virile organizations, and they want to continue their endeavours to make their services better for their shareholders. It is a fact that these companies ~~were~~ set up, the object being to see what could be done to improve the telephone services furnished by these independent companies, and I would rather hope that the day will come in this Province when the growth of these independent and monopoly-owned telephone companies will be such that they will become better competitors of the monopolistic telephone companies in the Province of Ontario. There is no reason why that cannot be brought about in the Province of Ontario.

(Take "K" follows)

[illegible]

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MR. CHALLIES: Mr. Chairman, may I make a few remarks in reply to what my hon. friend (Mr. Salsberg) has said. The first is this: I do not think -- and I will be corrected if I am wrong -- that the larger independent telephone companies have any quarrel with the Bell -- none whatever, and there is no monopoly anywhere. Anybody can go into the telephone business if they wish, and it is all right for the hon. member (Mr. Salsberg) to say they pay a large percentage of dividends and so forth. They cannot borrow money as cheaply as the province or the Hydro. Everybody knows that, they are not in a position to do it, and, after all, whether you like the Bell Telephone Company or not, should not prejudice this fact, that the Bell Telephone Company is giving a very excellent service, the same as a great many independent telephone companies are giving an excellent service in the province of Ontario. I might add to that, Mr. Speaker, what we hope to do is to help, by direction, engineering or by a system of financing, preparing reserves and contingencies and so forth, to give all the independent telephone companies a boost, so they will be able to give good service to the people in the outlying portions of the province of Ontario, and also extend it to the areas which are not now being served, and, as I understand it,

85 per cent. -- somebody has told me -- 85 per cent. of the area not now served, can be served by the use of our rural Hydro. That will be a big incentive.

I would also be fair enough to the Bell to say that the Bell have given us every assistance. I think they are giving co-operation by means of joint use of poles and engineering service if we wish it, and as far as the two experts we have, we could not wish for any better engineering advice, independent of any connection they may have, and they are giving service here and officials say: "If we can help you to have a better independent rural telephone service, we are willing to give you that advice and that help".

MR. C. E. JANES (Lambton East): Mr. Speaker, I would be very glad to endorse that. The Bell Telephone Company has been very, very fair to independent companies. They work with them, they send different engineers to help and assist them in any and every way, and they are anxious to help. They are glad to co-operate and work with them. But I would say that The Bell Telephone Company is not paying $9\frac{3}{4}$ per cent. dividends.

Motion agreed to; second reading of the Bill.

HON. L. M. FROST (Prime Minister): Mr. Speaker, in moving the adjournment of the House, I would like, unless there is objection to it, to adjourn

the House until 2 o'clock, tomorrow afternoon, instead of 3:00.

This evening, there is a function for the Press and I think it is desirable to adjourn now to enable the Press to catch up with their work so that they will not be delayed. If it were not for that, we would continue on until 6:00 o'clock.

I think the hon. members of the House would prefer to avoid night sittings, if possible. It makes a very long day, starting with Committee work in the morning, and sitting through to eleven o'clock at night and I think that if we can perhaps meet at 2:00 o'clock, we can avoid evening sittings. It means rather a crowded day, with perhaps a short lunch hour, but it avoids a night sitting. I think perhaps we may require a night sitting next week, but if we can meet tomorrow at 2:00 o'clock and Thursday at 2:00 o'clock, and Friday, I think we can perhaps avoid night sittings this week.

For tomorrow, I would like to call the estimates of the Department of Mines and the Department of Highways and then possibly Bills 98, 113, 127, 128 and 129, and if there is any time left, then we will do some Committee work. That is a fairly full order.

I move, seconded by Mr. Porter, that when this House adjourns the present sitting thereof, it stands adjourned to meet at 2:00 o'clock to-morrow afternoon and that the provisions of Rule 2 of the Assembly be suspended so far as they apply to the motion.

Motion agreed to.

MR. W. J. GRUMMETT (Cochrane South): I wonder if the hon. Prime Minister (Mr. Frost) would read over the numbers of the Bills again?

MR. FROST: Bills 98, 113, 127, 128 and 129.

Mr. Speaker, I move the adjournment of the House.

Motion agreed to.

The House adjourned at 5:26 of the clock p.m.

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Library



First Session
of the
Twenty-Fourth Legislature
of the
Province of Ontario

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Toronto, Ontario, February 21, 1952, et seq.

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Volume XXX.

Wednesday, April 2, 1952.

— 0 —

HON. (Rev.) M. C. DAVIES, - Speaker.

T H I R T I E T H D A Y

P R O C E E D I N G S

of the

FIRST SESSION OF THE TWENTY-FOURTH LEGISLATURE, HELD
IN THE PARLIAMENT BUILDINGS, TORONTO, ONTARIO, ON
THURSDAY, FEBRUARY 21st, 1952, et seq.

Hon. (Rev.) M. C. Davies, Speaker,

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Toronto, Ontario,
Wednesday, April 2, 1952.

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The House having met. 2 o'clock p.m.

Mr. Downer in the Chair.

Prayers.

MR. SPEAKER: Presenting petitions.

Reading and receiving petitions.

Presenting reports by Committees.

Motions.

HON. L. M. FROST (Prime Minister) moves
that when this House adjourns the present sittings
thereof, it do stand adjourned until two of the clock
tomorrow afternoon, and that the provisions of
Rule 2 of the Assembly be suspended, so far as they

may apply to this motion.

Motion agreed to.

MR. FROST: When we adjourn to-night, Mr. Speaker, we will remind the hon. members that we meet to-morrow afternoon at two o'clock.

MR. FARQUHAR OLIVER (Leader of the Opposition): Is it pretty well understood there will be no night session to-morrow night?

MR. FROST: I hope to avoid that. There will be none to-night, and I do not think it will be necessary to-morrow night. We probably will have night sittings next week on Monday, Tuesday and Wednesday, but we will wait and see. I think we can avoid night sittings this week.

MR. OLIVER: The thought I had in mind -- and I think the Hon. Prime Minister will agree -- is that if we are going to have night sittings, it would be better to start at three o'clock, rather than two o'clock. I think four hours in the afternoon, and then a night sitting, is really too long for the hon. members of the House.

MR. SPEAKER: Introduction of bills.

HON. L. M. FROST (Prime Minister): moves first reading of Bill intituled, "An Act to suspend the Income Tax Act (Ontario) with respect to income

for the calendar year 1951".

Motion agreed to; first reading of the Bill.

MR. FROST: Mr. Speaker, I imagine I would be very much more popular if I, in this Legislature, could introduce a Bill to suspend the payment of income taxes altogether, but that is not within our jurisdiction.

According to the federal offer made to the Province in 1945, and contained in the correspondence leading up to the amendments to the Income Tax Act, 1946, the Province is authorized, if it so sees fit, to impose a five percent income tax; that is, five percent of the federal tax, on the taxpayers of the Province. In that case, each taxpayer would deduct the five percent payment from the amount payable to the Dominion. In other words, if a taxpayer was paying \$100 to the Dominion, under the Dominion Act, if our Act were proclaimed, the taxpayer would fill out the form for Ontario, and send five dollars to the Treasurer of Ontario, and \$95.00 to the Federal Government without raising the level of taxation.

We have, for many reasons, never proclaimed our tax act. For the benefit of the new hon. members,

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may I say that we have felt, first of all, it was an imposition, even though it might realize twenty million dollars in taxes, unless we were absolutely in need of it, and we felt we should not make it necessary for our taxpayers to fill out the forms and be put to the trouble and confusion which would arise from that method of collection.

The Federal Budget, of course, makes provision for the deduction of Ontario's five percent, and I do not think it is going too far to say that in the Federal surplus is approximately twenty million dollars of our money, and I would like to take this occasion to assert that this money should be paid to us. If we were to receive that, I can assure you there are some things we would do. We might consider further assistance to our municipalities; we might do some other things, but I will not say as a certainty, what we would do, except that whatever we did would be sound and popular.

MR. J. B. SALSBERG (St. Andrew): Have you asked for it?

MR. FROST: Yes, Mr. Speaker, on many occasions.

May I point out that morally the Federal surplus is swollen by twenty million dollars which

belongs to the taxpayers of Ontario. This money should be payable to us. I do not think there is any question but that the Rt.Hon. Minister of Finance (Mr. Abbott) should write a cheque and send it to us about the first of April, with his compliments, but that has not yet been done, although I am hopeful that it may be, before too long.

I think perhaps in the fine spirit into which Federal-Provincial affairs are getting, we will arrive at the time when that will be done. I am very hopeful of that. I am confident it would be a very good thing; it would be just to the Province, because this Province is doing a great work, and in our operations there are many ways in which we are helping to swell the Federal Treasury.

May I cite one instance, Mr. Speaker? A Bill is before this House in connection with certain adjustments in regard to the indemnity for the hon. members. The larger part of that money which will be voted, will go to the Federal Treasury. Five percent of that money really, honestly, fairly, and in all justice, belongs to the people of this Province.

I am satisfied that Federal-Provincial relations are getting into better shape as every



month and year goes by, and I am satisfied that this measure of justice which is due to our people, will become a fact. I am certain that will happen.

The present income tax was imposed on the people of this Province in 1937. It was suspended in 1942, by the Suspension Agreement of that time. At the termination of these agreements, in 1946 or 1947, automatically our Act of 1937 would come into effect again. This enlightened Government thought we should not put our people to the trouble which would be involved in making out these returns, and, therefore, we suspended the Act again at that time. We continued to suspend the Act of 1937 up until, I think, 1951, when this Province passed an Income Tax Act which enabled us, on proclamation, to collect five percent of the Federal taxes from our people, which would be deducted from the Federal payments. As I say, the Act provides that it shall come into effect upon proclamation. We have never seen fit to proclaim the Act, for the reasons I have stated. As long as the Act is not proclaimed, the Act of 1937 would come into operation, if this Suspension Act was not introduced and passed. By

this Bill, and Bills of a similar nature, we suspended every year. It simply means that the Province, while it has asserted the right, in a moral way at least, to five percent of the Federal Income Tax, we are not collecting it from our people, and we are not proclaiming the Act.

Mr. Speaker, that is the purpose of this Bill.

MR. SPEAKER: Orders of the Day.

HON. L. M. FROST (Prime Minister): Mr. Speaker, I beg to table the answer to Question 191.

Mr. Speaker, I move that you do now leave the Chair, and the House resolve itself into the Committee of Supply.

Motion agreed to; House in Committee of Supply; Mr. Downer in the Chair.

ESTIMATES: DEPARTMENT OF MINES

HON. W. S. GENTLE (Minister of Mines):
Mr. Chairman, before the votes are passed on the Estimates of the Department of Mines, I thought I would take this opportunity to make some specific statements, and to give some views in connection with the position of the mining industry in the economy

of this Province, and of this Dominion. And, perhaps, also to divert the attention of the hon. members, at least for a few moments, from all other fields of Governmental activity, particularly with regard to social services and the like.

I think we are inclined to spend most of our time thinking in terms of providing greater services for our people, and particularly those who are in need, and cannot fend for themselves. I think perhaps we might spend some time considering the development of the natural wealth of our country, so that we will be enabled to provide those services.

I think I should mention to the House this afternoon that Canada is literally forging ahead in all fields of natural resources.

The world is looking to Canada, and to Ontario, as it never has looked before, because we are undoubtedly endowed by a kind Providence with a great field of natural resources, as yet undeveloped.

When we look to the West, we see the large developments of petroleum and natural gas, and when we look to the east, we see the large developments of iron ore in Labrador and Quebec, and the tremendous developments of iron ore and base metals in this

Province, and we can really appreciate then how richly we are endowed.

I would like to take this opportunity of congratulating the hon. members for the northern constituencies, no matter to which party they belong, for the contributions they have made to the debates in this House, and bringing to the attention of the hon. members here, and the public at large, the great potentialities of the north, in the field of natural resources.

My references will be particularly to mining, but I would not want the opportunity to pass, without mentioning the services provided by this Province, which has done so much to raise the standard of living of our people. When you think of the great things we have done for our people in this Province during the past quarter of a century; when we look back twenty-five years, and realize the great advances made in the field of public welfare, the field of health, and all those services which mean so much to the people who cannot fend for themselves; when we think of the legislation which has been introduced, providing for universal old age pensions, pensions for people from 65 to 69, and this year, has to do with

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incapacitated and disabled, and the blind, and consider all the fields of endeavour in that sphere, I want to remind the hon. members of the House that we will not be able to continue doing these things for our people, unless we appreciate that we have to develop the natural resources which Providence has given us. I am not saying the people of this Province or of this Dominion are unmindful, but I do feel that the Canadian people are not as conscious of the wealth we have, nor of the need to invest in the development of these resources, and this wealth, as they should be.

When you think of the hundreds of millions of dollars raised in this Province through the Victory Loan campaigns of the last war, and then compare that with the fact that when we want to expand our mining industry, we have to go to American capital, it seems there is something lacking in the Canadian character, some lack of appreciation of the needs, and of the opportunities to benefit, financially if you will, from the development of our natural resources.

If we are going to continue to spend hundreds of millions of dollars in schools, and on highways, hospitals and so forth, I can assure the

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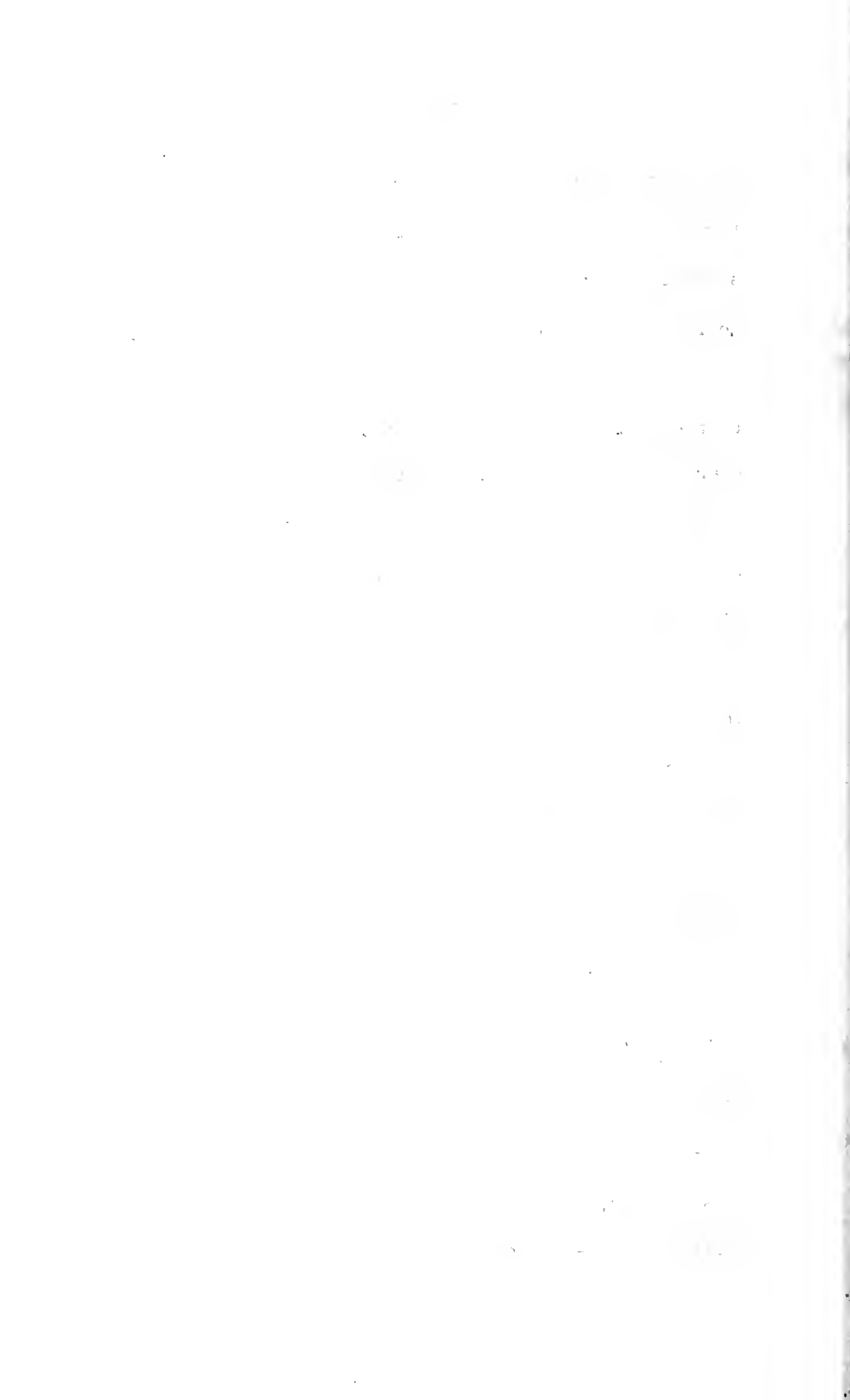
hon. members we have to appreciate the fact that this new legislation, which is increasing our standard of living, will require that money come largely from the development of the resources I have mentioned. When you think of the terrific expansion of industry, in Southern Ontario, when you think of the Ford plant, so tremendous in size, being erected in Oakville, and other industrial expansions in the southern part of the Province, which probably will be substantially aided by the completion of the St. Lawrence Waterway, you can get some appreciation of what industrial expansion really means, in this part of southern Ontario.

When you look at the north country, where the mining industry, together with the pulp and paper and lumber industries, are doing such tremendous work, you will realize something of the contribution they have made to the economic wealth it is pouring into the bloodstream of this nation. In the particular area which I have the honour to represent, one company alone has purchased in this country 77 million board feet of lumber, has paid out a wage bill of 55 million dollars, employs 16,000 men each year, pays to its shareholders something in the neighbourhood of 30 million dollars,

and pays Federal income tax in an amount somewhere in the neighbourhood of 48 million dollars, you will get some appreciation of what one mining industry alone is pouring into the economic bloodstream of this nation.

Then if you turn to the district represented by the hon. member for Sault Ste. Marie (Mr. Lyons), where is located the Algoma Steel Corporation, you can appreciate the industrial growth of that part of the Province, and I am sure the hon. member (Mr. Lyons) in his address will tell you of the tremendous expansion which is taking place in that area. When you consider the millions of dollars spent on developing the high-grade ore bodies of the Michipicoten area, you will appreciate the tremendous contribution the mining industry is making to the economic life of this Province, and toward increasing the standard of living of our people.

Then, glancing at the area represented by the hon. member for Rainy River (Mr. Roden), wherein is contained the great Steep Rock Development, which is one of the great high-grade iron ore producers in this country, and an industry which required ten million dollars of pre-production costs before a dollar was re-



turned to the industry, and which required a similar amount to bring it up to its present state of production, amounting to some 1,300,000 tons annually, you will again appreciate the tremendous part that the mining industry is playing in the northern part of this province.

Between these two large industries, we are very hopeful that within a comparatively short time, they will be producing iron ore to a tonnage of five million per year, and possibly by 1960 it will reach ten million tons.

When you think of the tremendous industrial capacity of the Western Hemisphere of North America, Canada, included, may I remind the hon. members that we are still importing more iron ore for our steel industry, than we are exporting, and it is significant, that in the very near future that lies ahead, Canada will be in a strong position as an exporter of iron ore, and at that time we will have to match our industrial capacity, with the iron ore deposits, of this great north country.

As the hon. members probably know, the Mississabi range iron ore deposits are on the down-grade, and it is obvious the iron deposits of Ontario

The first part of the paper is devoted to a discussion of the
 various methods which have been proposed for the determination of
 the rate of reaction between a radical and a molecule. The
 most common of these is the method of initial rates, in which
 the initial concentration of the radical is varied and the
 initial rate of reaction is measured. This method is simple
 and direct, but it is subject to a number of errors, and
 it is often difficult to obtain accurate results. Another
 method is the method of half-lives, in which the half-life
 of the radical is measured. This method is also simple, but
 it is subject to similar errors. A third method is the
 method of steady-state concentrations, in which the steady-state
 concentration of the radical is measured. This method is
 more complicated, but it is more accurate than the other
 two. The fourth method is the method of kinetic
 analysis, in which the rate of reaction is measured as a
 function of the concentration of the radical. This method
 is the most accurate, but it is also the most complicated.
 In this paper, we shall discuss the various methods in detail,
 and we shall compare the results obtained by each method.
 We shall also discuss the various factors which affect the
 rate of reaction, and we shall attempt to explain the
 differences in the results obtained by the different methods.
 The results of our experiments are shown in Table I, and
 they are compared with the results of other workers in
 Table II. It will be seen that the results obtained by
 the different methods are in good agreement, and that the
 rate of reaction is independent of the concentration of the
 radical. This is in agreement with the theory proposed by
 the author, and it is also in agreement with the results
 of other workers.

will come into more prominence. I think we should remember that Ontario is strategically located to market the ore we have in this Province. With our Great Lake ports, and now with the new Seaway system, the deposits will be found close to shipping, and by that system, Ontario will be placed in a very strong position to develop the iron resources of the Province.

In a statement on the Steep Rock Iron Mines, by the President, Mr. Cyrus Laton, in his annual report, in reviewing the operations of the company, he pointed out in an address to the Canadian Institute of Minerology,

"Iron ore is the foundation and the keystone of modern mechanized civilization. The most prosperous nations on earth are the highest per capita consumers of iron and steel, and in the countries the per capita consumption is increasing steadily, despite the advent of light metals, plasters, and other competitive materials."

(Take "B" follows)

Three-quarters of the human race have too little steel and with the growing importance of Ontario as a producer of iron ore, we are going to be in a strong position in the days ahead in that particular field in which we have fallen so far behind.

Before reviewing the work of the Department of Mines and making special references, I would like to pay tribute to those who have gone before, to the old prospector and "Sourdough" as we knew him, who is rapidly disappearing from the scene.

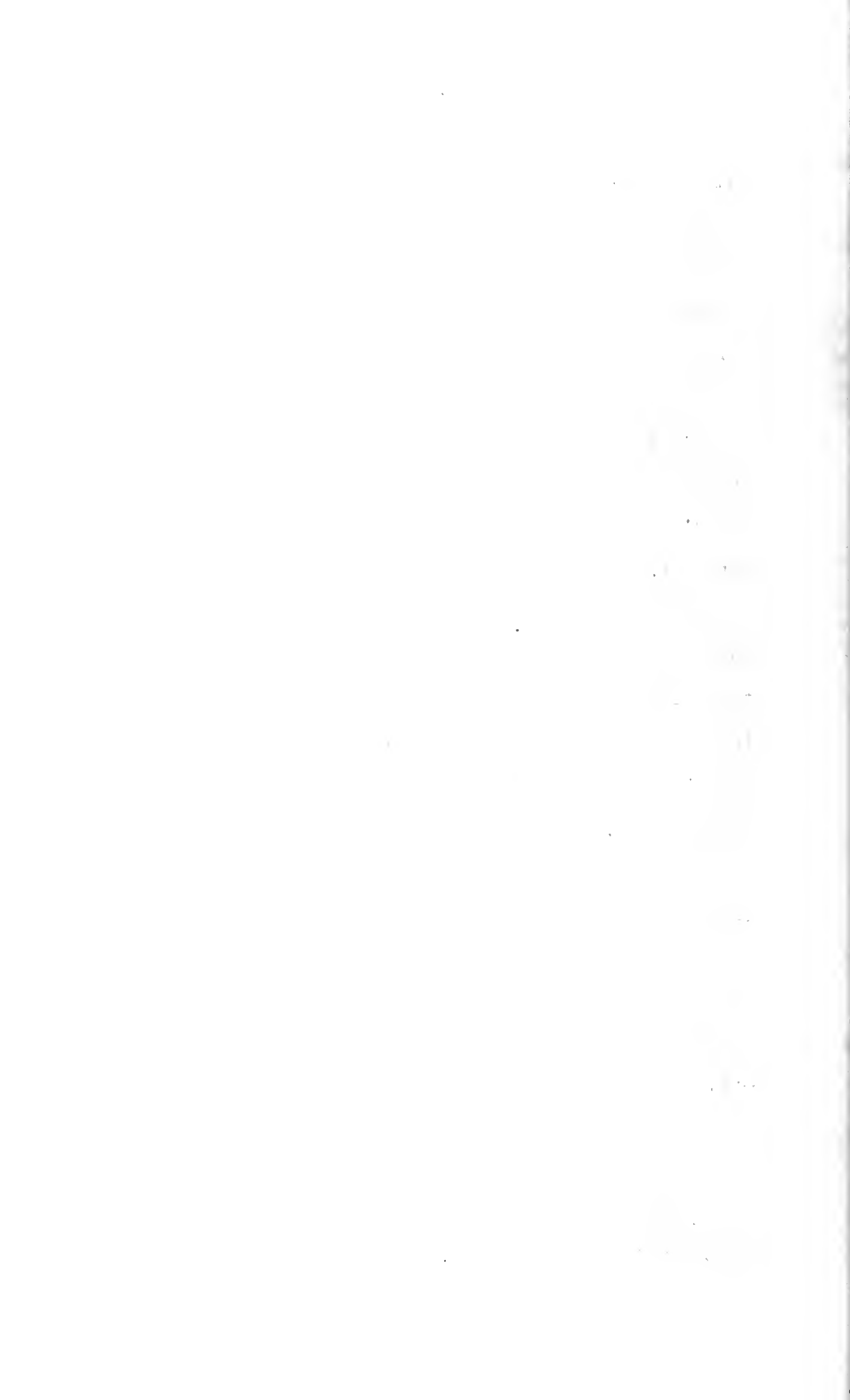
You may recall in my address on the Speech from the Throne, I made some reference to the fact we were going to have to review the Mining Act of this province to see if we could bring it up to date in the light of present circumstances. These circumstances are largely due to new methods, scientific methods of exploration. The out-crop of this province have been examined by the prospector in the past in large areas of this province and they still hold mineral wealth at a depth of 100 feet or 200 feet, which can only be discovered by the new scientific methods.

I will make some references to what we are doing and try to bring into focus what I am trying to "get across" to the House to-day. I can recall several weeks ago sitting beside a very prominent mining man from the United States at a banquet and discussing

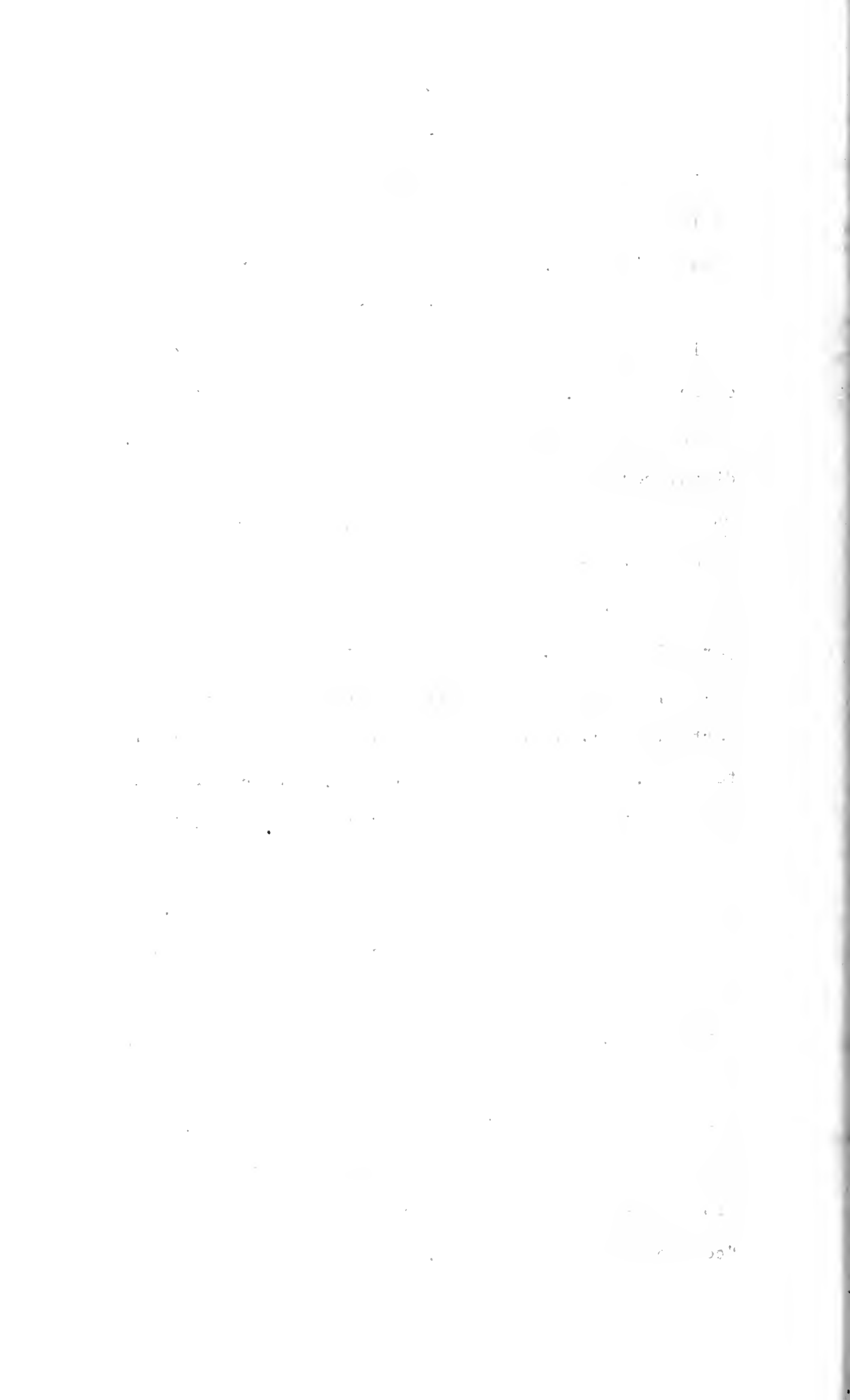
this problem with him. He made a statement to me that in order to prospect properly to-day, to properly estimate the mineral wealth in a certain area of this country, it would require an expenditure of \$1,000,000. in equipment alone before you could start. That will give you some indication of the change which has taken place in the iron resources of this province. It means we will have to raise our sights to a broader scene that has taken place due to new scientific methods. I want to pay tribute to our technical, scientific mining methods in this province. When you think of Steep Rock, of the tremendous engineering problem which was solved there, it gives some indication of what is being done. Some of you have visited Steep Rock and you found there a group of young mining engineers and geologists who overcame tremendous handicaps in engineering. They are Canadian-born and Canadian trained in the field of mining. I want to draw the attention of the House to this typical example of the kind of men we are raising in this country in the mining field, the mining engineers who develop these resources. The International Nickel Co., in my district, the largest single mining operation in the world, have a research staff as large as that of the Canadian Govt., to further the use of nickel, to find new methods of

alloys of nickel with steel and other products and who this year, will produce 89,000 tons of sulphur dioxide from the sulphur fumes, for the pulp and paper industry. These young people are trying through geological processes yet unknown, to take the iron from the deposits in that great district. I might remind you in passing, these ores in the Sudbury district, give you 90 per cent. of the world's nickel. Last year, Ontario produced 95.4 per cent. of the copper, a great share of which came from our district. This district is also one of the largest silver producers in the world, the main producer of platinum and its related metals in the world. This is a typical example of what the technical brains of our country are doing in the mining field.

I remember being invited to attend an experiment carried on at the Ontario Reformatory at Mimico in co-operation with the Milton Brick works, at which time our technical staff of the Ontario Research Foundation had been experimenting with a method to find a substitute for scrap metal, which is so necessary in the iron and steel industry. This experiment revealed a sponge iron, which, when the price of scrap iron reached a certain price, could be used economically. At the time, it was



very important in the industry, when scrap iron was scarce. I well remember visiting the Milton Brick works, with engineers from all over the world to see the final results of this experiment, which made available, a sponge iron, regardless of the scarcity of scrap metal. As a result of that experiment, one of the young engineers connected with the Department, discovered that some of the sponge iron formations which came out of this experiment, were more brittle than others and seemed to be different from what the experiment had indicated. He threw these formations aside. Some months later, as time permitted, he took the opportunity to examine these particular specimens which indicated they had turned to steel. As a result of that experiment carried on, this was discovered and since that time, just prior to last Christmas, I had the privilege of visiting the Ontario Research Laboratories at Queen's Park, when he first demonstrated the results of his examination of that material and the following experiments carried out. You may recall having read in the daily press of Toronto of this. There was a particularly good account in the Financial Post at that time, covering the experiment in which he produced a steel from high-grade iron ore which has been named "controlled density steel". The future of that



experiment, as will be proven from the examinations and from the information he disclosed to the press that day, has certainly assured to this province, particularly to the small communities and the smaller steel industry, a metal which can be controlled in density for the purpose for which it is used. It would be worthwhile to visit the Laboratories at Queen's Park to see the results of that experiment and see the possibility in what our research people are doing in that field of mining and other fields. I might say the Department of Mines works closely with this Department in any of the experiments connected with iron. We also work closely with industry in the same field. We carried out experiments in testing rope cables for mine safety, to find some method of assuring that these cables are not weakening when no other methods can be found. I mention these things in passing to show the co-operation that exists, the contribution our young engineers and technical people are contributing to the welfare of our country.

In reviewing the estimates for the Department of Mines and presenting them to you this afternoon, in view of the fact that since my last introduction of estimates to this House, the complexion of the House has changed and there are a

great many new hon. members added to the congregation, I think it would not be unreasonable if I should repeat some of the statements I made last year, to make the new members more conscious of what this basic industry is contributing to the province and to the field of our economic development.

First of all, I would like to remind the hon. members of the House, that all lands, mines and minerals in Ontario belong, as with the other provinces of the Dominion, to the Crown in the right of the province. It is the duty of the Department of Mines to administer the mining lands of this province. The work of our Department is divided into two distinct divisions, one of which has been called "administrative", and the other what could be called the "technical service." The administrative service covers all matters such as recording of claims, securing of titles, assessment of mines, statistics, accounting, while the technical service includes geological surveys, mine inspection laboratories, technical information and publicity.

In my address on the Speech from the Throne, I drew to your attention, the fact that our mines' production had increased to \$437,000,000., estimated this year. When I assumed the office of Minister of Mines, our figure then was in the neighbourhood of

\$260,000,000., last year \$365,000,000. and now we have jumped to \$437,000,000. The final report for the Department will be appearing in a few days, covering all the activities and showing the various activities and their revenue.

I pointed out at that time, the one section of the mining industry which was suffering most severely at this time, was the gold mining industry. Places like Kirkland Lake, Timmins, Geraldton, the Red Lake Section, have all suffered as the result of the low price of gold and increasing costs of production. I made a statement at that time that if the price were ever to reach the \$50. mark, that instead of 39 producers of gold in this province, as we have to-day, we would very likely have in the neighbourhood of 200 gold producers.

It is only as a result of the development work that we have been able to maintain as high a value of production in the gold field as we are still doing. When the Canadian dollar was at a discount of 10 per cent. It naturally meant about \$38.50

an ounce for our gold, but since the Canadian dollar has come back to par, it means the price of gold which the mines of this province are receiving for their product, reduced that return to \$35.00 an ounce. The Dominion Government has carried on the gold mining

Emergency Assistance Act and thanks to them, they have assured to the operators of our gold mines, this support for the next two years. It is true they threw the markets of the world open to sell on the open market, but that is not going to make a great deal of difference to that section of the industry.

In some sections of our province, which are connected with the mining industry, there seems to be a feeling Ontario is lagging behind other provinces in the development of our mining resources. I want to assure the House this afternoon, that such is not the case, nor will that be the case for many years to come. In these days we live in, with our base metal production, the search for base metals obviously and naturally follow the course of materials for national defence, metals for national defence. In 1951, the base metal production for this province, reached an all-time high, \$267,000,000, representing an increase over the previous year of one per cent. In 1951, we produced 947,000 tons of cobalt, valued at \$1,870,000. This was due to an increase in the price paid for this high-grade metal. Nickel, in 1950 and 1951, produced \$150,000,000. platinum \$22,000,000., which is almost equal to the total iron production of this province. I would also say we produced 48 per cent. of all copper, 68 per cent. of all iron and 48 per cent. of all base metals

The first part of the paper is devoted to a general discussion of the problem of the origin of life. It is shown that the problem is not only a scientific one, but also a philosophical one. The scientific aspect of the problem is concerned with the question of how life arose from non-life. The philosophical aspect is concerned with the question of whether life is a necessary part of the universe or whether it is a mere accident.

The second part of the paper is devoted to a discussion of the various theories of the origin of life. These theories are divided into two main groups: the theory of spontaneous generation and the theory of biogenesis. The theory of spontaneous generation is the older of the two and is based on the idea that life can arise from non-life. The theory of biogenesis is the newer of the two and is based on the idea that life can only arise from pre-existing life.

The third part of the paper is devoted to a discussion of the evidence for and against the various theories of the origin of life. It is shown that the evidence for spontaneous generation is weak, while the evidence for biogenesis is strong. It is also shown that the evidence for the theory of evolution is strong, while the evidence for the theory of creation is weak.

The fourth part of the paper is devoted to a discussion of the implications of the various theories of the origin of life. It is shown that the theory of spontaneous generation implies that life is a necessary part of the universe, while the theory of biogenesis implies that life is a mere accident. It is also shown that the theory of evolution implies that life is a necessary part of the universe, while the theory of creation implies that life is a mere accident.

The fifth part of the paper is devoted to a discussion of the future of the study of the origin of life. It is shown that the study of the origin of life is a very active field of research and that many new discoveries are being made. It is also shown that the study of the origin of life is a very important field of research and that it has many practical applications.

produced in Canada.

The only weak spots are lead and zinc. We are not a producer of lead and zinc, but from our geological department and through our search for this metal, there is a development taking place in the Sudbury district at the present time. The Provincial Government is going to spend \$2,000,000. The deposit was worked 20 years ago, and it is felt in this particular section, that zinc will attain a large production figure, on the Ontario base metal horizon. Up in the northwestern section of the province, there has been strong showings of lead and zinc and gold deposits. In the Red Lake district, we have entered into a agreement to construct a railroad into this strong showing, where there are four or five holders of properties, some of whom are spending money on the property at the present time. With our vote on mining roads, we are constructing a bush road into this section to encourage development and ensure that Ontario will take its place as a producer of lead and zinc.

In the Red Lake district, southeast of Kenora, there are strong showings of tungsten and we are hopeful that that too will bring in another base metal producer as a result of the work going on there.

(TAKE "C" FOLLOWS)

Of course, at Steep Rock, as I have mentioned, we have one of Ontario's major iron producers, which last year produced a high-grade iron ore, to the amount of 1,300,000 tons.

Then there is Shebandiwan, with its deposits of nickel, now owned by the International Nickel Company of Canada, which spent large sums of money on drilling, and are very hopeful that they will in a very short time, be able to bring these deposits into production.

I have mentioned the Ottawa River. Then we have the Helen Mine, with its record production of copper, and the Mamainse copper area, which has already done 30,000 feet of drilling, and expect to do a great deal more in the next short while.

May I say to the hon. member for Sault Ste. Marie (Mr. Lyons) that within a very short distance of the Sault, there is a property rapidly becoming a major copper-producing area of Ontario.

We also have the Jarvis and Duncan Townships, with their deposits of zinc and lead, which it is hoped will be opened up within a short time.

I have mentioned Sudbury, and made special reference to the International Nickel Company, but there we must remember is also the Falconbridge Nickel Mines,

which while perhaps not publicized as much as the International Nickel, is still a major producer, even in spite of the fact that it is somewhat over-shadowed by the larger corporations.

The International Nickel is investing ten million dollars in development, and I understand that they will be spending twenty million dollars more in new developments. The Falconbridge Mines will spend eighteen million dollars in the next two years for new developments, and they have discovered a new ore body, which is sufficiently large to warrant the erection of a smelter.

Then, toward the north, in the District of Temiskaming, large developments in the mining industry have taken place, and there have been discovered important deposits of lead and zinc in the Temagami area.

I have made some reference to the air-borne magnetometer surveys, and later on I will mention more specifically just what these have accomplished. In the matter of base metal mining, I said that the past year was the greatest that this province had ever experienced in the field of prospecting and development

work. Also I reviewed some of the operations that were being carried out across the full breadth of the Province in that particular field. I have no intention of going into any further detail in this particular matter, Mr. Chairman, because it is all on record. However, I would like to re-emphasize my statements regarding what I believe lies ahead for the Province of Ontario minewise.

I believe that there are great things in the offing in this province; that we shall not soon relinquish our leading position in the field of mineral production in this country; that there are vast areas of potential mine-making formations yet to be explored to the full; that the efforts of mining companies, prospectors and the geologists of this Department are going to be crowned with success, and that for all those reasons Ontario should not be discounted. In other words, Mr. Chairman, I would like to suggest to the hon. members, or to anybody else, that it is not a wise thing to attempt to sell Ontario short at this time.

I have just referred to the efforts of the geological branch of the Department of Mines. There

is a case where I would like to see a much greater effort made by that particular branch of the Department. Good mining maps, good geological maps are essential to prospecting, the finding of mines, and I must say here that there is no better group of geologists in the whole of Canada than that which we have in the Ontario Department of Mines Geological Branch. But our Province is so vast and the important geological areas cover such an area, it is doubtful whether at the present rate of operations one hundred years would give us any good idea of the potentialities of the known favourable sections of Ontario.

I would like to see the personnel of the Geological Branch of my Department increased considerably, but right now it is practically impossible to get geologists because our universities are not producing enough geologists and, secondly, whatever geologists come out of our universities, are quickly snapped up by industry. We certainly need more geologists in Canada just as much as we need more mining engineers.

I believe, Mr. Chairman, that the hon. members of this House would render a great service to their country if in the course of their speeches, or in the course of their conversations with their constituents, they explained to them that there is a great future for young people with technical inclinations to study the sciences of geology and mining engineering.

At any rate, Mr. Chairman, I would leave these thoughts with the hon. members because I think that they can make a very sizable contribution to the development of the thought in this country that there is a place for young men with talent in this particular field of science. As I said earlier, the Department of Mines is mostly a technical department in the sense that a large part of its personnel is made up of geologists and geological assistants as well as mining engineers.

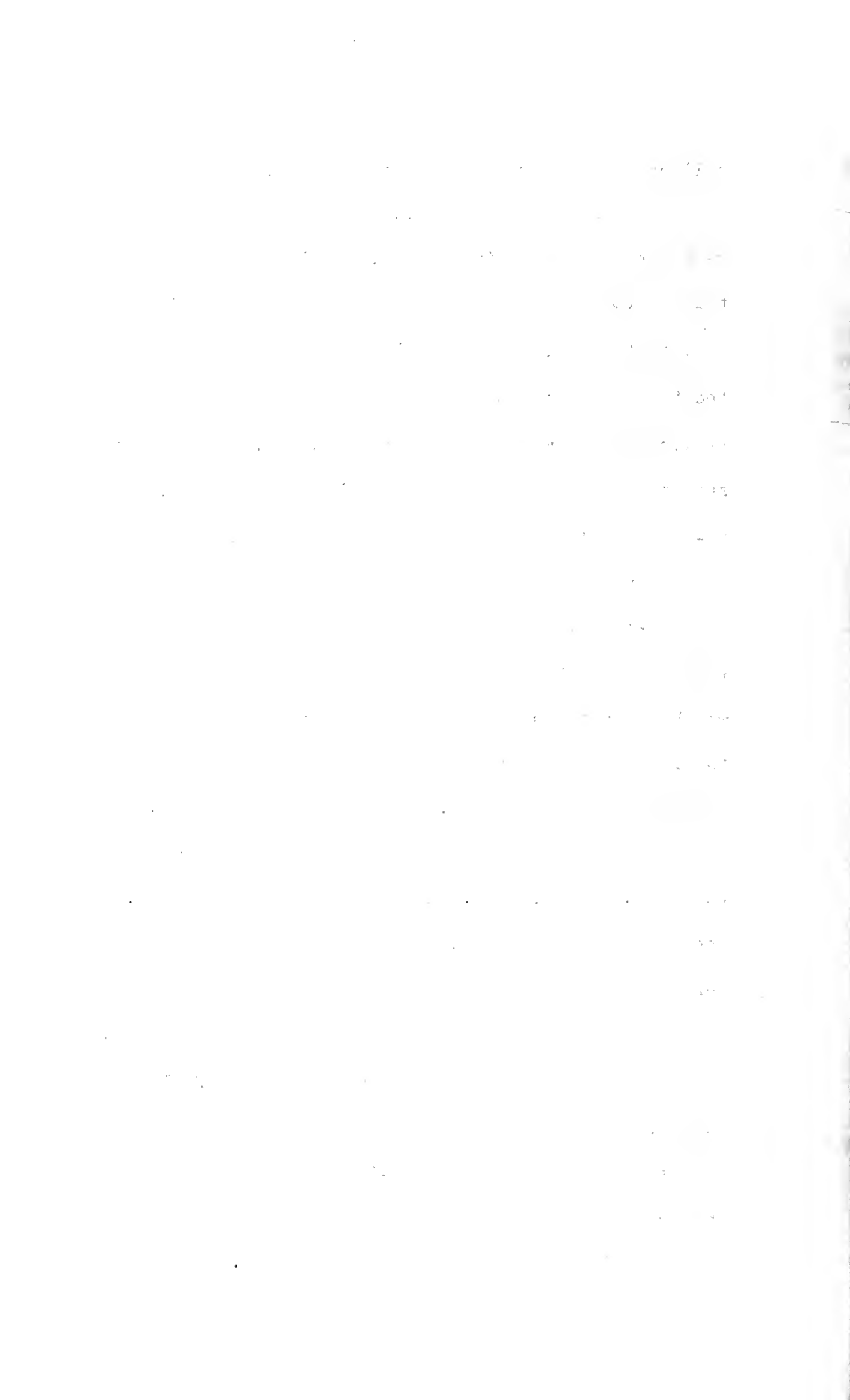
In a description of some of the activities of this Department, I think that I would first of all like to review some of the activities of the Geological Branch. I have not the exact figures, but I have been given an estimate pointing to the fact that since 1891 the Geological Branch of the Department, and former

Bureau of Mines, has expended in the neighbourhood of Four Million Dollars to produce maps and reports covering the geology of those areas in the Province of Ontario surveyed by its members. The hon. members will agree with me that this is a very small amount of money in view of the fact that since 1891 the gross output value of the mining industry of the Province of Ontario amounts to nearly seven billion dollars. I am sure that nobody is going to criticize the amount of money that is being spent on geological work, but let me say this - A great number of the mining discoveries made, not only in this Province, but in other sectors of Canada, are the result of an indication contained in a geological report, or a suggestion by a Government Geologist, that possibilities exist or existed in a particular location in the Province or in the country. In reading through some of our old reports I have found out that a Government geologist stated back in the nineties that iron ore would be found beneath the waters of Steep Rock Lake. He turned out to be quite right. And one of our very early geologists in the course of a survey made along the Niven Line in the nineties suggested that the ground around what is now the Porcupine would be promising prospecting ground. Porcupine has already passed well beyond the

billion dollar mark in production value.

And what about Dr. Miller and his statement regarding the potentialities of Cobalt? I believe that we could quote quite a number of instances where geologists have, in their published reports, suggested to prospectors that certain sections of the Provinces were worth while investigating. We see the same thing to-day, with the possible exception that to-day's geologist is a little more guarded in some of his statements; but I see no reason why important discoveries will not be made in areas covered in reports recently published by the Department and in which the authors, the geologists who have written the reports, make practical suggestions to the prospector or mine developer.

Well, last year we had fourteen geological parties under Dr. M. E. Hurst, Provincial Geologist. They covered a widespread area of the Province. Parties were made up of seven members of the permanent staff of the Department as well as seven geologists employed on a temporary basis for the duration of the field season. In addition to the leaders, the personnel of the parties included forty-four students, most of whom were taking instruction in geological science or mining engineering at Ontario universities.



We have found out at the Department that as years go on, it becomes more and more difficult to find help for our geologists. For that reason this year the number of parties in the field will be considerably reduced. We thought we would have fifteen parties in the field this year. Actually I think if we get eleven parties we will be lucky.

This year, as we have done last year, that is during the fiscal period under consideration, science is coming to our help. We have attempted to delineate a certain area by a type of airborne magnetometer survey. For this particular purpose we are going to spend \$24,000 and that in part will compensate for the drop in the estimates and the amount estimated as required for the straight geological surveys normally carried out by the Geological Branch of the Department.

I would like to say something about the airborne magnetometer surveys that my Department is encouraging. A few years back the Prime Minister, the hon. Mr. Frost, was approached by the Deputy Minister of Mines and the Provincial Geologist and to him was suggested the idea that the Ontario Government should carry out airborne magnetometer surveys of certain sections of eastern Ontario for the purpose of

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identifying potential iron bearing areas which they believed existed east of Peterborough. This survey was carried out and the Ontario Department of Mines paid the cost of the airborne magnetometer survey. Ottawa agreed to prepare maps, from the results of the airborne magnetometer surveys that were carried out, and as a direct result of this effort carried out between our Department of Mines and Ottawa, a new iron mine is on the verge of being developed near Marmora which will give year-round employment to about 150 people. Within a year and a half from this date it is expected that 400,000 tons of iron ore each year will be produced and shipped to smelters.

Now here is the perfect example of intelligent application of technical knowledge from a geological and geophysical standpoint for the betterment of conditions in this province. And that is not the end of the story, because at the Department we feel sure that other anomalies, as they call them, technically speaking, are being investigated by other operating companies and it may be that we shall soon hear announcements from these particular companies that other producing iron mines will be developed in that section of Ontario.

Mr. Chairman, the Geological Branch does a

great job for this Province. They are not only looking for indications that will point to the future mineral developments of the Province; they are not only aiding the prospector and mine developer, they are aiding and helping the farmer.

For the past several years we have had a special party investigating the ground water levels in southwestern Ontario. We are trying to establish, along scientific lines, water levels so that farmers and residents of new housing development areas can count on a source of water for their daily needs. I have much faith in the work that is being carried out by the specialists we are employing as any up-to-date farmer would have on the value of a good agronomist or agricultural representative. We are not being laggards in the Department of Mines as far as that particular angle of the important water resources are concerned, and I must emphasize this - I hope that within the next few years we shall have statistics, tables, information and advice of a nature to satisfy the requirements of the farmers and the people who are trying to establish themselves in new housing development areas. If the Department of Mines can solve that particular problem, I am sure our contribution would be a great one to the Province of Ontario.



Mr. Chairman, this is but a superficial review of some of the things that are being done by one branch only of the Ontario Department of Mines, but before I move on to another aspect of our administrative responsibilities, I would like to bring to the attention of the hon. members this fact: It is that this year, this spring, the geological branch of the Ontario Department of Mines is celebrating its fiftieth anniversary. It is its jubilee. Fifty years ago in 1902 the first Provincial Geologist was installed in office. He was the great Dr. Willet G. Miller, the man who more or less caused Cobalt to become great, in the sense that he gave it the necessary qualifications that made it great. He is also the man who actually coined the name "Cobalt" as the designation for that particular great mining camp; the birthplace of prospecting and mining development; the birthplace of mining fortunes which eventually made mining Canada's greatest potential industry. We owe much to our government geologists, just as we owe much to all of our civil servants, who in more than one way have contributed in an anonymous fashion to the broadening of our horizons, and it gives me a great deal of pleasure, Mr. Chairman, at this time, to express my

own feelings of gratitude to them, and to bring their contributions to the attention of the public. With few exceptions they have worked with us, the representatives of the people, and therefore with the people, and there is no doubt that Ontario as a province owes much to the civil servants who have in their own quiet, competent way indicated to the representatives of the people, representatives such as myself, the path that should be followed, the trend of things, and the glorious future that lies ahead of us.

In re-examining the eastern part of this Province, minewise, I made mention of the Algoma Steel, and I would like to say now that they probably have certain areas near Calabogie which would indicate that very likely they will be opening up similar mines in that section.

In Renfrew County, of course, the deposits operated on Calumet Island will be examined by the Bethlehem Steel Company. It is fairly obvious that all through this section there are deposits which can be opened for development, and we are sure that in the days ahead the mineral wealth of eastern Ontario will certainly come into the fore.

I might mention in passing that the Dominion

Magnesium Company at Renfrew, produced all the magnesium and all the calcium, and some of the titanium in Ontario, and in Canada, this past year.

So much for the base metal picture, except to say it is obvious, as I mentioned last year -- and I think the hon. member for Cochrane South (Mr. Grummett) will bear me out -- that the development of the first asbestos mine in Canada at Matteson, for the Johns Mannville people, have invested four million dollars in that industry, and from the results of that development, we can be reasonably sure that future asbestos deposits in that section of the country will come to the fore.

We also know in the Timmins area there are base metals, which give very good indications for the future. We do not know, but we are reasonably certain, these will assure a stability to that section of the Province hitherto unknown.

In that connection, may I refer to the fact that Timmins - and Kirkland Lake particularly - are entirely dependent upon gold to maintain the communities in that vicinity. We are hopeful that with the work of development now going on, and with

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the tremendous explorations carried on by the companies in that section of the country, more base metal producers will come into production in this section, and assure that great north country in the future more stability, than is possible where they are dependent upon one single metal.

(Take "D" follows)

1. The first part of the paper is devoted to the study of the properties of the function $f(x)$ defined by the equation $f(x) = \int_0^x f(t) dt$. It is shown that $f(x)$ is a constant function, and its value is determined by the initial condition $f(0) = 1$.

2. In the second part, we consider the function $g(x)$ defined by the equation $g(x) = \int_0^x g(t) dt$. It is shown that $g(x)$ is a constant function, and its value is determined by the initial condition $g(0) = 1$.

3. The third part of the paper is devoted to the study of the properties of the function $h(x)$ defined by the equation $h(x) = \int_0^x h(t) dt$. It is shown that $h(x)$ is a constant function, and its value is determined by the initial condition $h(0) = 1$.

4. In the fourth part, we consider the function $k(x)$ defined by the equation $k(x) = \int_0^x k(t) dt$. It is shown that $k(x)$ is a constant function, and its value is determined by the initial condition $k(0) = 1$.

5. The fifth part of the paper is devoted to the study of the properties of the function $l(x)$ defined by the equation $l(x) = \int_0^x l(t) dt$. It is shown that $l(x)$ is a constant function, and its value is determined by the initial condition $l(0) = 1$.

At that time it was headed by a man named Dr. Willett E. Miller, the man who was responsible largely geological-wise for the development of Cobalt, whose advice and information and exploration resulted in the development of the Cobalt field. He was also the man who coined the name "Cobalt" as the designation for that great camp.

Cobalt, as you know, is the birthplace of prospecting and development in this country, but at the turn of the century and for a decade it produced silver to an extent unknown before and as a result of the profits reaped from that great development, those funds were taken further north, which resulted in the development of the Porcupine, the Timmins camp, the McIntyre and Hollinger and all those mining fields, and subsequently the Lake Shore, Teck-Hughes, Wright-Hargreaves and Kirkland Lake, and the silver produced from Cobalt went to develop these other fields.

At that time cobalt was a nuisance. You who know ores know that cobalt had a lot of arsenic content difficult to handle, and up to date there is only one smelter in Canada which handles that and that is done at Marmora by the Elora Mining & Smelting. Arsenic, of course, is a problem here in Ontario and at the present time not in too great demand. The Elora Mining & Smelting down through the years continued to handle these ores

and to take the products of that area.

At the present time, of course, cobalt is becoming a very precious metal -- a metal in tremendous demand, and as a result of the increase in price of cobalt and its demand and the increase in price of silver and the new uses found for it, the good old town of Cobalt and the District of Temiskaming are benefitting by the results of that particular economic development.

This is just another example of the contribution that research and science is making to our people mineral-wise and otherwise.

I would not let the opportunity pass, too, to mention something about the contribution your Government is making to Cobalt in days gone by as well as in the present day. First of all, I think I can mention our resident geologist at Cobalt and I think the hon. member for Temiskaming (Mr. Herbert) would agree with me when I say that Mr. Thompson's contribution to the development of that area, his extreme interest in ore bodies and geological peculiarities have been a great contribution to the bringing back of Cobalt regardless of any other factor.

Down through the years the Government has carried on what we call a T.T.L. laboratory. This particular institution, I believe, was burned down in 1931. It is used for testing and

sampling the cobalt ores and also marketed the ores of the smaller producers of that area down through the difficult years.

At the present time this plant is operating at full capacity. I think in the last year it took on two shifts and this year will take on three. It markets the ore for all the producers of that district, and if it had not been for the Government operating this T.T.L. laboratory, as it is known, down through the years, particularly in the difficult days, the small producers of that community would not be able to market their ores or dispose of them in any way. The scene is changing there somewhat to the point where we are going to have to have alterations. The Government investment has been quite high in that. I believe for the first year in its operation, in 1951, it showed a profit of \$5,000. Previous to that it had always been operated at a loss. I think the hon. member for Temiskaming (Mr. Herbert) will agree with me that the contribution of the Department of Mines in maintaining this T.T.L. laboratory has been quite substantial in the development of Cobalt and the community.

Last year, you will recall, we introduced into the Department of Mines a vote for mining road purposes of \$1 million. I think all the hon. Northern Ontario members will agree with me -- and many of the Southern Ontario members who had the opportunity at least of visiting that section

of the country during the trip we had some years ago and probably private trips they have had -- will appreciate how important transportation is and how important roads are to the great mineral development of the North.

This also is true of the pulp and paper industry. We have attempted through that vote to aid the different developers and this will come up in the Estimates again. I think we carried out ten projects last year in co-operation with mining companies on a fifty-fifty basis in most cases unless it happened to be a well established area that we going to have three or four producers, and I think I can say without fear of contradiction that wherever a request was made from a developer or mining company for aid in the construction of a mining road, where they could show proof of substantial development and expenditure of funds in those areas, we did step into the picture and aid them in the construction of roads and improvement of roads.

I think it was a step forward. I believe all the Northern Ontario members will agree with me on that point and you will find in the Estimates today a similar figure to that of last year. If there are any questions to be asked during the presentation of the Estimates, I would be glad to answer questions about it at that time.

One branch of our Department to which I

have still to refer, but have not so far, is with regard to mine inspection.

This Inspection Branch takes care of many tasks and responsibilities among which we could include the inspection of operations and certain operating equipment at the mines, certain metallurgical plants, quarries, gravel and clay pits, the maintenance of mine rescue stations and training of mine rescue team personnel, the operation of the Government Rope Testing Laboratory run here at Queen's Park in the East Block, and compilation of annual employment and accident data and certain data concerning operations. Because of the widespread nature of our mining operations and because of the necessity for our being close to the centres of operations, the Department of Mines through its Inspection Branch has located in strategic places throughout the mining areas resident inspectors who are called District Inspectors. We have them at Kenora, at Port Arthur, at Timmins, at Kirkland Lake, at Sudbury and in Southern Ontario. These men inspect operations in the mines and surface plants in their particular districts. We also have specialists in mechanical and electrical matters who inspect all electrical equipment and all shaft hoisting equipment at the mines and their districts.

Under the Mines Inspection Branch we have the Mine Rescue Stations, numbering five in the Province, and I must say that during the year the training of teams in mine rescue and recovery operations are carried out and we are reaching a very high degree of efficiency, thanks to the co-operation of the mining people themselves, and of the mining operators and their personnel. This system has been working out so well that today we have teams of trained personnel available for emergencies and maintained by the mines, numbering 103, and each team comprising five men. These are active teams. We have 33 reserve teams and we have trained 174 men on the supervisory staffs of mines as well as men for special jobs such as hoistmen, numbering 75. We have from time to time incidents at the mines such as fires which are caught quickly and show the justification of this work and its value. I have before me, or I have available here on this desk, some tables that show a summary of the work accomplished during the past year by the cable testing laboratories. Now many of you may not be aware of the existence in the East Block of a very powerful machine which can test mining ropes and cables and which can exert a pull of up to one million pounds.

I have been told that it is the only machine of its type in the British Empire and

probably the only one of its type -- of this particular type -- in North America. At any rate, we are doing work not only for ourselves, not only for the Province of Ontario, but for other provinces and for the Federal Government, which is responsible for mining operations in the Northwest Territories. During the last great war I am told that we tested some submarine net cables, which further shows how varied and useful our operations can be. I would like to invite all hon. members of the Legislature who are interested to come and see a demonstration of the application of this great machine that we have here in the Department of Mines. It has been the subject of a few broadcasts by the C.B.C. and several letters were received by the C.B.C. and the Department of Mines following these broadcasts because of the rather extraordinary nature of the work that can be done by this mechanical monster. At any rate, Mr. Speaker, I would like the hon. members of this House who would be interested in the matter to let me know if they would like to see a demonstration and may I assure them that this can be arranged any time, because the machine is in practically continuous operation.

I was going to try to give you some figures on the improvement on mine safety because it always seems to me that regardless of what figures you produce or what records you produce mining is considered by the average citizen of our province as a very hazardous occupation. But I must say in this connection, and I congratulate the Mines Inspection Branch and their staffs and the mine operators for their co-operation, that today the mining industry is pretty well on the same ratio as any other industry in this province in regard to safety.

The overall accident rate at the mines, quarries, gravel pits and metallurgical works under the jurisdiction of the Department are a credit to the industry and the Department. Our statistics show total employment in 1929 of 18,994 and in 1951 of 36,729, showing the expansion in employment nearly double in that time. In 1929 the non-fatal accident rate per thousand men employed was 126 and in 1951 was 65. Thus the accident rate is about one-half for double the number of employees over that period.

We publish bulletins each year showing the number of fatal accidents, the number of non-fatal accidents, the number of compensatable accidents and the number of non-compensatable accidents, and even the names of those concerned and the

particular mine in which they were employed and injured. The assessment rates in the Compensation Board compare very favourably with any other heavy industry in this province

In comparison with accident rates in mining in other provinces in the Dominion we are in the forefront. The Ryan Trophy named after the founder and presented each year since 1941 by the Mine Safety Appliance Company to the mine in Canada with the best safety record has been won by an Ontario Mine eight times in twelve years of competition. This is not an easy position to attain in these days when new safety records are being reached throughout all industry in all provinces.

To demonstrate what the attainment of reaching top rating in safety for a year in our province or others, means two of the yearly winners had no compensation accidents during the year to report. While these were small mines each employing from 100 to 200 men yet the Dominion trophy has been won three times by one of our larger mines.

I might say something of particular significance and importance to the Hamilton hon. members. In metallurgical works, under the jurisdiction of the Department of Mines, a very notable safety record has been established at the Blast-Furnace Division of the Steel Company of Canada, where three blast furnaces are in operation which produced

approximately three quarters of a million tons of pig iron in 1951. There have been no compensation accidents in this division of the plant employing over 300 men for over one year. To anyone familiar with the handling of these tonnages of molten material this is a remarkable record.

There is one other field in which I think I should make some reference to the part the Department of Mines is playing in the interest of the men working in the mines. The mining industry up until a year ago was the only industry in Canada in which the men had to be examined for silicosis and where a complete record -- at least since 1929 -- has been kept of the silicotic incidence in this particular industry.

You will recall at the last session or two that legislation was introduced, I think by the hon. Minister of Labour (Mr. Daley), which covers about all men employed in industry where the dust content is so silicotic that the men must be examined. Our Department in conjunction with the Department of Health set up a statistical unit to examine all the records of all the men employed in the mines since 1929 to examine into their records to see what has happened in our mining industry and in the incidence of silicosis. I might say that the incidence of silicosis was most prevalent in the gold mines where the dust content has been most severe.

The nickel industry has been quite free from this due to the type of ore and the lack of dust content. At the present time as a result of those continuing investigations we are practically assured that the incidence of silicosis in the mining industry has been eliminated almost entirely. The credit in this instance must go to the industry itself, to the representatives of our departments and the Compensation Board. They see that the mines are properly ventilated, that proper health conditions are maintained for the men to work under, and we are very hopeful as a result of these investigations that the mine industry record in the field of silicosis will be the greatest in the world. Certainly the information that is available to us now through the medical statistical branch indicates that we have almost achieved that position.

In closing my remarks before the Estimates are voted on I want to pay tribute to the work that has been carried on by the Government in Northern Ontario. I can remember very well the other morning at the Mining Committee meeting somebody said: "What is the Government doing for the mining industry?"

You would naturally expect that most of that help would come from the Department of Mines, but it comes from many, many sources of Government.

Just think of the tremendous expenditure on roads in Northern Ontario. I will tell you now

of a road costing \$1 million into Red Lake, that great mining camp in Northeastern Kenora last year. They contributed to the road into the great Steep Rock area, which will cost \$12 million. Then, the road into Pickle Lake which adds an additional \$1 million to the Estimates of the Department of Mines to make it accessible for miners and developers to take their drills in to prove the area. And then all the tremendous development we have had -- I well remember in June 1950 when the hon. Prime Minister (Mr. Frost) was nearly run off his feet in opening the hydro stations in Northern Ontario, with the opening of the Nipigon River Station, the opening of the tunnel site at Mississagi, then the opening of the Des Joachims, then the La Cave -- a frequency changing station at Sudbury, which improved the great network of hydro stations pouring out millions of horse-power, making it available for the development of mines and the pulp and paper industry. Then, the co-operation of the Department of Mines and the Department of Lands and Forests in taking care of various arrangements which are inter-related -- the tremendous sum spent on education and health in those sections of the province. If one would care to examine all those expenditures, he would find that Northern Ontario was receiving a tremendous impetus as a result of the policy of this

Government in developing the great resources to the north.

In closing, I would just like to mention this: we have a long way to go in the north. We have a lot of improvements to make mineral-wise and otherwise. There is certainly room for new methods and new policies in raising our sights to the horizon. But I would like to stress this, that while I have mentioned the mineral wealth that is being poured into the economic blood-stream of our nation, it means much more than that. It means new towns and new homes, new churches and new schools, new opportunities for our people in a new land. It means a secure life for our workers and for their wives and their children. It will mean new markets for the great industrial south. With the co-operation of the South with the North and the understanding of the problems with which we are faced and the opportunities that exist there, we will go on, as we are going on now, but with an ever-increasing tempo, and the future of this province will be assured mine-wise, forest-wise, tourist-wise and every other "wise" that contributes to the wealth of this nation.

Thank you.

On Vote 120.

MR. W. J. GRUMMETT (Cochrane South): Mr. Chairman, I would like to ask the hon. Minister (Mr. Gemmell) just how he supports some of these

items. In Vote 120, item 3, you find advertising and publicity separated this year. Last year they were under one heading. I was just wondering how you arrived at the separation, and to carry the same question further, printing and stationery and publications. In publications, I believe, there would be a considerable amount of material which which might be placed under "publicity," would there not?

MR. GEMMELL: "Publications" are the publication of reports and geological information.

(Take "E" follows)

MR. W. J. GRUMMETT (Cochrane South): Item No. 5 of the same Vote, "Maintenance of Mining Roads, \$25,000." I wonder if the hon. Minister (Mr. Gemmell) could tell us just how many miles of mining roads we have at the present time and what is the cost per mile.

MR. GEMMELL: First of all, this is a new Item in the estimates. We are concerned with the fact that we have two roads now under construction and until they are assumed by the Department of Highways, we want some funds to maintain them, so the original investment would not be lost.

MR. GRUMMETT: But how long would it take before the roads would be turned over to the Department of Highways?

MR. GEMMELL: That is problematical.

MR. GRUMMETT: There is no limit how long you may carry it? You are not limited in any way?

MR. GEMMELL: I would not say that. I think you should put a question on the order paper regarding the cost per mile, because that varies greatly. Most of the work we do, has been done in co-operation with the company, but there have been very few under contract. I could not tell you the exact figures except to say they would average about \$5000. a mile. None of these jobs has been completed yet, so I am not in a position to tell you exactly. If

you put a question on the order paper, we will be able to advise what already has been done.

MR. J. B. SALSBERG (St. Andrew): Before we leave Vote 120, I would like to ask a question of the hon. Minister (Mr. Gemmell) which is rather of a general character and more related to policy than to detailed items on the estimate. With your permission, may I extend my appreciation of, and admiration for the way in which the hon. Minister (Mr. Gemmell) presented the report. He certainly showed a great deal of confidence and knowledge of his Department. I sat here and could not help but compare his performance to-day with that of a couple of years ago when, as a new Minister, he displayed nervousness. To-day, he juggled figures like an old trouper, and he displayed a great deal of intimate knowledge of the Department. I think it is quite correct to express admiration for the way in which the hon. Minister (Mr. Gemmell) has taken hold of his Department.

I want to direct a question to the hon. Minister (Mr. Gemmell) We are all happy to hear about the new developments in mining, but there is this very serious fly in the ointment of which the hon. Minister (Mr. Gemmell) is aware, and has mentioned in public addresses as well as here in the House.

The bulk of the capital invested in these two developments comes from outside the country, the United States primarily. As a result of these developments, we are undertaking long-term payments on dividends and interest which amounts to hundreds of millions of dollars, which leaves this country and does not benefit us in the long run. I am not going to suggest we discuss that problem at the moment, because there are other times to do it, but I want to direct a question to the hon. Minister (Mr. Gemmell) as to one particular development he spoke of and that is the Steep Rock iron ore development. The hon. Minister (Mr. Gemmell) spoke about the great progress made in that mine, and in this House we have discussed the development more than once. I am wondering what the hon. Minister (Mr. Gemmell) and the Government are thinking about the possibility of a development such as this one. Here we have a great natural resource which is controlled by an American company, primarily concerned with extracting ore which is irreplaceable and shipping it to steel mills in the United States. The Canadian Government, as we know, has invested considerable money in preparatory work. We have spent many thousands of dollars on building railroad spur lines, and I think the Dominion Government is even paying a

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subsidy to the railroads for carrying each ton of ore to the docks. The Canadian people have no return for their investment aside from the development and the job that it provides for a few people. I find the organizers of the scheme got \$10,000,000. from the American government, from one of its corporations. The American government has first call on that great development and they are receiving an interest payment for the money they advanced, while the Canadian Government, to my knowledge, gets nothing. Here is a situation which, while it involves a private corporation, the American government, through its corporation, gets interest on \$10,000,000. and also has a great deal to say about it. It is possible to think of a situation where something happens to the company and the American government takes over ownership of Steep Rock, because of this \$10,000,000. loan. Is that not possible? It is. It is, therefore, possible that one of the greatest iron ore deposits in this province is now being exploited for exporting rather than for the utilization in steel mills of this country. I believe there should be a steel mill at the head of the lake, and the sooner we help establish one, the better it will be for Ontario and particularly for that area.

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that proper record-keeping is essential for the transparency and accountability of the organization. This section also outlines the various methods used to collect and analyze data, ensuring that the information is reliable and up-to-date.

2. The second part of the document focuses on the financial aspects of the organization. It provides a detailed overview of the budget, including the projected income and expenses for the upcoming year. This section also discusses the various financial risks and how they are being managed to ensure the organization's financial stability.

3. The third part of the document addresses the operational aspects of the organization. It describes the various processes and procedures that are in place to ensure the efficient and effective delivery of services. This section also discusses the various challenges that the organization is facing and the strategies being implemented to address them.

4. The fourth part of the document discusses the human resources aspect of the organization. It provides an overview of the current staff levels and the various roles and responsibilities of the different departments. This section also discusses the various training and development programs that are in place to ensure that the staff is equipped with the necessary skills and knowledge to perform their duties effectively.

5. The fifth part of the document discusses the legal and regulatory aspects of the organization. It provides an overview of the various laws and regulations that the organization is subject to and the steps being taken to ensure compliance. This section also discusses the various legal risks and how they are being managed to ensure the organization's legal integrity.

6. The sixth part of the document discusses the environmental and social aspects of the organization. It provides an overview of the various environmental and social issues that the organization is facing and the steps being taken to address them. This section also discusses the various sustainability initiatives that are in place to ensure that the organization is operating in a responsible and ethical manner.

7. The seventh part of the document discusses the overall performance of the organization. It provides an overview of the various key performance indicators (KPIs) that are being used to measure the organization's performance and the steps being taken to improve it. This section also discusses the various challenges that the organization is facing and the strategies being implemented to address them.

8. The eighth part of the document discusses the future of the organization. It provides an overview of the various strategic initiatives that are being implemented to ensure the organization's long-term success. This section also discusses the various risks and opportunities that the organization is facing and the steps being taken to manage them.

9. The ninth part of the document discusses the conclusion of the document. It summarizes the key findings of the document and the steps being taken to address the various challenges and opportunities that the organization is facing. This section also discusses the various recommendations that are being made to ensure the organization's continued success.

10. The tenth part of the document discusses the appendix. It provides a detailed overview of the various data and information that is used throughout the document. This section also discusses the various sources of the data and the steps being taken to ensure its accuracy and reliability.

We are also confronted with the possibility of this great resource being completely controlled by the United States government. I wonder if the Government does not think it wise -- if we are not to take it over completely as a Government venture which I would prefer -- to at least take over the loan advanced to this corporation so that we assure the people of this province, through this Government, continued control of this corporation. In other words, say that at all times and under any circumstance it remains in this province and under the control of this Government or any Government which may follow. In other words, the people of Ontario will control it. It will not become the property of an outside government and we also will get the interest payments, which now go to the United States corporation, which has advanced this money on behalf of the American government. I think it is not a outlandish suggestion to make. We know that Steep Rock iron ore is making money and they are going to make much more. That we know. They have been assisted in doing that by the investment made by Canada and the loan from the United States government, but something may happen, this company may have to be dissolved, re-organized, and I do not think we should allow a situation to continue where, in such an event,

1. The first group of people who are interested in the study of the history of the world are the historians. They are people who study the past and try to understand what happened and why it happened. They use a variety of sources, including books, documents, and artifacts, to reconstruct the past. They also try to understand the people who lived in the past and how they thought and felt. Historians are interested in the history of the world because it helps them to understand the present and the future.

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this great natural resource of the province of Ontario should become the exclusive property of an outside government. If that should happen, at least the Government of Ontario should be the determining power in it, and decide what is to be done. I suggest to the hon. Minister (Mr. Gemmell) and the Government as a whole, that they look into this matter. I think we should take over that loan. Let us have the first say on that great corporation and let us have the interest payment they are making on the loan. Let us, at the same time, retain whatever control that loan permits, in the hands of those who hold it. Let us hold it in the hands of this Government on behalf of the people of this province.

If the hon. Minister (Mr. Gemmell) would answer, I would like to know what his Department is doing and if it can do anything to speed the establishment of a steel mill at the head of the lakes.

MR. GEMMELL: Mr. Chairman, the first statement I would like to make in regard to Steep Rock is that the controlling interest of Steep Rock, through the common shares, is in Canadian hands. The investment in that industry has been made by the Federal Government of the United States through the Reconstruction Finance Corporation. As a matter of fact, I have an interesting statement to make at this

time. At the present time, you have read in the paper of the pollution problem existing there as a result of lifting 50,000,000 cubic yards of silt off the Hogarth ore body. As a result of that operation, to which they are adding another dredge, this silt has gone down the river and into Rainy Lake. This has caused some concern there, I believe greater concern in the newspapers and among certain people than is warranted. However, as a result, the Government have insisted they make another diversion which is under way now, which will cost the Steep Rock people \$1,000,000. and will be completed, probably, by the end of this month or in April. As a result of the action of this Government and the hon. Prime Minister (Mr. Frost) another diversion had to be carried out there which is costing a great deal of money. You have to remember this company is in the early stages of financing. When you think that in 1936, Tom Gibson published a report on mining in Ontario, in which he referred to Atikokan in seven lines in a book covering the mining in Ontario; that the first action taken to develop that area was in 1938 and after drilling through the ice, by 1943, they got sufficient proven ore under this lake to warrant a possible investment, and a risky one at that. They had to drain millions

and millions of gallons of water off that ore, they had to create a diversion around the lake which cost millions. I believe the original investment, as I said in my statement, on pre-production costs was \$10,000,000. Another \$10,000,000. is now involved with the Reconstruction Finance Corporation of the United States. They recently agreed, in view of the fact that this company was going to be forced into the position of having to spend \$1,000,000. which they did not anticipate, as the result of pollution, to call in their loan and give them a temporary relief for two years, I believe, without interest. If that was not without interest, certainly it was at a low interest rate. The interest rate is not high, the control of the company remains in Canada, the president of the company is a Canadian, one of the finest Canadian mining engineers. The whole staff consists of some of the finest mining men this country knows, and the financing problem there is entirely up to the company and the operation. As some of the control rests in the United States, but when you develop a deposit as large as Steep Rock, when you think we are still importing into this country, 1,000,000 tons of iron ore more than we are exporting, we are not in a very good position to tell people of the United States

And I think

it is one of the

most important

things that we

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that we are not going to do business with them.

Speaking of the Steep Rock ore body, they have leased two properties on a related basis to other companies and we are prepared to put up the capital. At the moment, they have done the drilling on the properties, but from the geological information available, it would seem to indicate that the body would go to 5000 feet. The Steep Rock lake alone contains 500,000 tons of high-grade iron ore per thousand feet of depth and assuming, and it is very reasonable to assume, that the ore body would go to 5000 feet. If you go to only 3000 feet, you have a billion and a half tons of ore. When you come to bring into production a major operation of this nature, you have to ensure your markets. Our Canadian companies, like Steel of Canada and Algoma Steel have contracts with Americans to supply them with ore, which must be arranged for a great many years ahead.

The same is true of the pulp and paper industry. You cannot start a pulp mill and not have any guarantee of where you are going to sell. Steep Rock is in the same position. The Reconstruction Finance Corporation of Washington made a loan on a very decent basis and very generous, too. At the present time, they have agreed to a release for two

years due to the fact Steep Rock has been forced into a position of spending \$1,000,000. to do away with the pollution. This is only of a temporary nature, once they move the silt. All that work comes to naught because they will not need to have any more surface in that area, which will require a dredging operation.

I do not think this Government would be wise to even consider the proposal of the hon. member (Mr. Salsberg) at the present time. Certainly, control of this company remains in Canadian hands. On the profits of any mining company in this country, first of all, the Dominion Government collects 6 per cent. on the first \$1,000,000. profit, 8 per cent. on the next \$4,000,000. and 9 per cent. on anything over that. After we have finished collecting our mining tax on the mining operation, then, the corporation takes the profit. The hon. Prime Minister (Mr. Frost) steps in and takes a little of the cream too. The Federal Government assisted in bringing it into production, they built docks at Port Arthur and they will have to build another one. They have increased their freight rate subsidy and I believe that for every 10,000,000 tons mined at Steep Rock, the Canadian Pacific Railways will benefit to the extent of \$25,000,000. in freight rates.

(TAKE "F" FOLLOWS)

MR. J. B. SALSBERG (St. Andrew): Mr. Chairman, I must express a difference on one or two points mentioned by the hon. Minister (Mr. Gemmell). I do not think he should have emphasized a number of times that this is a Canadian company. It is not. It is not Canadian, simply because it is registered in Canada, and there are some Canadian directors on the Board.

MR. GEMMELL: The majority of the stock is held in Canada.

MR. SALSBERG: The majority is held in the United States. Cyrus Eaton holds 1,400,000 shares.

MR. FROST (Prime Minister): That is still a minority.

MR. SALSBERG: Unless you know of some recent transfers of stock of Steep Rock, I say that the control of Steep Rock is not held in Canada.

MR. FROST (Prime Minister): Mr. Chairman, the hon. member is wrong. The control of Steep Rock is in Canada. The majority of directors are Canadians. The control and the policy of the mines is in this country.

In regard to Steep Rock; the many millions of dollars needed to develop the property simply were

1. The first of these is the

fact that the number of cases of disease has increased in the last few years.

2. The second is the fact that the disease is now spreading to other parts of the country.

3. The third is the fact that the disease is now spreading to other parts of the world.

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11. The eleventh is the fact that the disease is now spreading to other parts of the world.

not available in Canada. They came from the Reconstruction Finance Corporation in the United States.

I think it amounted to ten million dollars. The money was not available here, and it was advanced by the American Governments, going back a number of years ago, in President Roosevelt's time, through an organization set up to assist in the production of iron ore on this continent. I do not think any Canadian can object to that. The fact is, if Canadians were to put up the money and pay off the loan, the Reconstruction Finance Corporation, I imagine, would be very happy to get it. So far, such has not been the case.

I do not think that alters the picture. As the Hon. Minister of Mines (Mr. Gemmell) said, the use of iron ore on this continent, after all, is in a great pool.

A great part of the iron ore used at Sault Ste. Marie comes from the United States on an exchange basis, and the Steep Rock ore, of course, is used for exchange purposes, with various types of other ores. The hematite ore from Steep Rock, can only be used in part, in the furnaces of Canada.

Mr. Chairman, I would very much like to see an iron and steel development at the head of the Lakes, and I am satisfied that will come. I think the St.

Lawrence Waterways will assist in that development.

One of the problems in that connection is that of population. I think, if my recollection is correct, the population at the head of the Lakes is somewhere on the order of 100,000. I may have added 25,000 for good measure. Of course, we have not the population density from Sault Ste. Marie to the Lakehead, and, generally speaking, from the head of the lakes through to the City of Winnipeg, while there are some very important communities there, such as Fort Frances and Kenora, nevertheless, there is no real population density.

The manufacture of steel has to be done in large centres. That is quite apparent. It is the same way in the United States. In Canada, the manufacturers, and those engaged in the processing of steel, -- except for the single exception of Sault Ste. Marie, about which the hon. member for Sault Ste. Marie (Mr. Lyons) will speak later -- is confined very largely to Hamilton and Toronto, and in the United States, it is in a few great centres such as Pittsburgh.

While I would very much like to see a development at the Lakehead, I think there has to be a further development in iron ore, before that is possible.

The first of these is the fact that the
 amount of the loan is not fixed, but is
 subject to change at any time. This is
 because the loan is made on the basis of
 the borrower's creditworthiness, and the
 lender may decide to increase or decrease
 the loan at any time. This is a very
 important feature of the loan, and it is
 one of the reasons why it is so popular.
 The second feature is that the loan is
 made on a non-recourse basis. This means
 that the borrower is not personally liable
 for the loan. The lender's only recourse
 is against the property which is being
 financed. This is a very important
 feature of the loan, and it is one of
 the reasons why it is so popular. The
 third feature is that the loan is made
 on a flexible basis. This means that the
 borrower can make payments at any time,
 and the lender can accept or refuse the
 payments. This is a very important
 feature of the loan, and it is one of
 the reasons why it is so popular. The
 fourth feature is that the loan is made
 on a long-term basis. This means that
 the loan can last for many years, and
 the borrower can make payments at a
 rate which is convenient for him. This
 is a very important feature of the loan,
 and it is one of the reasons why it is
 so popular. The fifth feature is that
 the loan is made on a low-interest basis.
 This means that the interest rate is
 very low, and the borrower can save a
 great deal of money. This is a very
 important feature of the loan, and it is
 one of the reasons why it is so popular.

However, I do think it is eventually possible, and this Government will lend every assistance. First, we have to reach the point where a large part of our ore will not be shipped to the United States.

That is of prime importance. I think we will always have an exchange of ore. We could never use all the hematite ore produced in this country. We need some of the ore which comes from the American ranges. I think that will always be the case; no matter what happens, there always will be an exchange of ore.

As far as American capital is concerned; we are glad to have all of it we can secure in this country.

Votes 120 and 121 agreed to.

On Vote 122.

MR. W. J. GRUMMETT (Cochrane South): Mr. Chairman, on Vote 22, Item 1, there is an item set out there for "guarding abandoned mine workings, \$1,000". Last year it was listed at \$5,000. This year the amount is reduced. I think, as time goes on, you will find you will require more money for guarding abandoned mines. There is a great increase in the open-pit mining at the present time. All of the

asbestos mines are open-pit, and as those workings are passed over, it will require more money to guard them.

Has the hon. Minister (Mr. Gemmell) developed any method whereby he can collect from the operators of open-pit workings, a certain amount, to be set aside and used for guarding those operations in the future?

MR. GEMMELL: We have not developed a policy on that, up to the present time.

MR. GRUMMETT: Another question on the same vote, Mr. Chairman. I realize it is statutory, but I am seeking a little information. The cost of maintaining and operating mine rescue stations; the total is shown at \$70,000, and of that \$70,000, we recover from the Workmen's Compensation Board, which in turn secures it from the mine operators, \$69,000. Why is that extra one thousand dollars put aside, under a statutory provision?

MR. GEMMELL: I think I answered that question last year. It is a matter of a bookkeeping entry, to keep the account open. I think perhaps the Provincial Auditor could answer that better than anybody else. It was on his advice, that it was handled in this way.

MR. FROST: It is something like "Miscellaneous items" at the end of an estimate.

The first of these is the fact that the
 system is not a simple one. It is a
 complex one, and it is not possible to
 describe it in a simple way. It is a
 system of many parts, and it is not
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The tenth of these is the fact that the
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 possible to describe it in a simple way.

MR. GRUMMETT: If you want to open a bank account, you can deposit one dollar, and then you can check against the account, but you never withdraw the dollar.

Vote 122 agreed to.

On Vote 123.

MR. W. J. GRUMMETT (Cochrane South): Mr. Chairman, on Vote 123; I would like to commend the remarks of the Hon. Minister (Mr. Gemmell) about the cable-testing laboratory. Some years ago, the then Hon. Minister of Mines (Mr. Frost), who is now the hon. Prime Minister, took some of the hon. members of the House to the cable-testing laboratory, and to my mind it was one of the finest demonstrations I have seen. I feel that each hon. member of this House should go across to the testing laboratory and see how the Department protects the workmen, by assuring that the cable used in mines is tested for safety. There hon. members will see a cable torn apart under terrific pressure, to see how much it will stand. For the hon. members, I can assure you it will be an eye-opener, to see what the Department is doing in this one section alone.

Vote 123 agreed to.

On Vote 124.

1. *Chlorophyll a* and *Chlorophyll b* were determined by the method of Arar and Collins (1971) using a Shimadzu 10A-UV spectrophotometer.

1

MR. F. OLIVER (Leader of the Opposition): On Vote 124, Mr. Chairman, the House will recall that the hon. Minister (Mr. Gemmell) on the 24th of February, speaking on the motion for an address in Reply to the Speech from the Throne, made rather extensive reference to the possibility and probability of bringing natural gas from Alberta to the Province of Ontario. In his remarks that day he suggested to the House that if it were possible to consummate an arrangement with Alberta, to bring natural gas here, we would be able to heat our houses for at least one-half less than it is costing us to-day.

The picture was a very rosy one, and those of us who listened to the hon. Minister felt we could look forward with some assurance, that he knew what he was talking about, and that the sentiment he was expressing in the House was based on factual knowledge.

As the Hon. Minister is probably aware, before a Senate Committee at Ottawa recently, there has been some evidence given which would seem to dispute the figures presented to the House, by the Hon. Minister, on the 21st of February.

To better illustrate my meaning, I think I should read this extract to the House, and ask the hon. Minister to make some comment thereon.

The first of these is the fact that the
 system is not a simple one, but a
 complex one, involving many factors
 which are interrelated. The second
 is that the system is not a static
 one, but a dynamic one, which is
 constantly changing. The third is
 that the system is not a closed
 one, but an open one, which is
 constantly interacting with the
 environment. The fourth is that
 the system is not a linear one, but
 a non-linear one, which is
 characterized by feedback loops.
 The fifth is that the system is
 not a deterministic one, but a
 probabilistic one, which is
 characterized by uncertainty. The
 sixth is that the system is not a
 simple one, but a complex one, which
 is characterized by many factors
 which are interrelated. The seventh
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 constantly interacting with the
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 a non-linear one, which is
 characterized by feedback loops.
 The tenth is that the system is
 not a deterministic one, but a
 probabilistic one, which is
 characterized by uncertainty.

This is an article sent to the Globe & Mail by its staff correspondent, Harvey Hickey, on the 27th of March. It is dated at Ottawa, March 26th, and reads as follows:

"Alberta natural gas cannot be sold in the Ontario industrial market at prices low enough to compete with other fuels, a Senate Committee was told to-day.

This opinion was given the committee by Robert R. Herring of the Fish Engineering Corporation of Houston, Texas. Mr. Herring, an engineer with experience in pipeline construction in the United States, testified in support of a bill to incorporate the Boundary Pipeline Corporation of Regina."

Then the article goes on to say:

"Mr. Herring told the committee that unless natural gas was discovered in suitable quantities closer to Ontario and Quebec than the present Alberta fields, it could not be sold at a competitive price in the industrial east.

In an interview later, he said Alberta gas could not be brought into the Ontario industrial market for less than 50 cents per 1,000 cubic feet. This was on the basis of a pipeline load of 350,000,000 cubic feet per day and such a pipeline would entail an investment of \$250,000,000,"

I think that figure corresponds very closely with the figures given to the House by the hon. Minister.

This goes on:

"A survey had shown that 78 per cent of Ontario industry was paying 42 to 44 cents for coal or oil providing a heat value equivalent to that of 1,000 cubic feet of gas. Thus present fuels were much cheaper for industry and, Mr. Herring added, gas could never be piped for household use

1. The first step is to identify the problem or goal. This involves understanding the current situation and what needs to be achieved.

2. The second step is to gather information. This includes researching the problem, identifying resources, and consulting with experts.

3. The third step is to develop a plan. This involves setting priorities, determining the sequence of actions, and allocating resources.

4. The fourth step is to implement the plan. This involves executing the actions, monitoring progress, and making adjustments as needed.

5. The fifth step is to evaluate the results. This involves comparing the actual outcomes with the expected results and identifying areas for improvement.

[illegible]

unless an industrial market was first assured."

I bring that before the House, Mr. Chairman because of the interest manifested in the statement by the hon. Minister some weeks ago. I think the House should be informed as to just what the picture is, and what the reaction of the hon. Minister is to the evidence presented to the Senate Committee at Ottawa.

MR. GEMMELL: First of all, there is no question but that by bringing gas from Texas, it could be brought in at probably eight cents per cubic foot cheaper. But at all the hearings held by the Federal Power Commission of the United States there has been no indication of any firm contract. I believe last summer we got the largest amount of gas, under the present arrangements. The Union Gas has an un-firm contract, to get whatever they can over the border, between March 1st and October 31st. I think last year they brought over about three and one-half billion cubic feet, and placed it in storage. There is no indication whatever that the Federal Power Commission will grant an export permit on a firm basis. If we can get gas at an increased cost of eight cents a cubic foot from Alberta, on a firm basis, or under long-term provisions, we will be better off, but under the present set-up we do not know just "where we are at".

In the second place, if we are going to bring

THE HISTORY OF THE UNITED STATES

The history of the United States is a story of growth and change. From the first settlers to the present day, the nation has evolved through various stages of development. The early years were marked by exploration and settlement, followed by a period of rapid expansion and growth. The American Revolution was a pivotal moment in the nation's history, leading to the establishment of a new government and the declaration of independence. The 19th century was a time of great change, with the Civil War being a major event that shaped the nation's future. The 20th century has been a period of significant progress, with the United States becoming a world power and a leader in many fields. The future of the United States is uncertain, but the nation's history suggests that it will continue to grow and change in the years to come.

gas from Texas, we will be on the tail-end of the line, which is the wrong place to be, in regard to a gas-line. With a reciprocal arrangement, the City of Vancouver would find itself on the tail-end, and that means, if there is an arrangement made there, we will be the ones who will suffer down here. It is a policy - and I think a good policy - on the part of the Dominion Government to press for an all-Canadian pipeline which will develop the resources of the West and of Northern Ontario.

As a matter of fact, I read a statement from one of the Lakehead papers not long ago, where somebody was asking me about a steel mill at the Soo, and referred to an article where Cyrus Eaton had said, "If you can get natural gas into Steep Rock, you can be assured of a steel mill in that area.

MR. OLIVER: It depends on the price.

MR. GAMMELL: There is only a difference of eight cents. From the information we have, it is indicated that the demand for natural gas in the Eastern Seaboard States, far exceeds the supply. There was an article in a magazine some eight or nine years ago, covering this whole picture of natural gas, in which they made the statement that the insatiable demand caused them to build a pipeline into the City of New York that year, and it is estimated at the present time

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it can only supply one-third of the demand of New York City. Philadelphia has not been touched. It has been proven by the Federal Import Board, and that is why they refused the application, because they could not prove to the satisfaction of the Federal Power Commission that they could meet the demand for it, let alone an increasing demand.

(Take "G" follows)

In our opinion, there is only one thing for Canadians in Eastern Canada to do and that is to press for the use of Alberta natural gas.

MR. OLIVER: Well, of course, the whole point in the evidence before the Senate Committee was to this end, that gas from Alberta was too high delivered in Ontario to compete with the present sources of oil. That is the point at issue.

MR. GEMMELL: Even for heating purposes alone a market could be developed without considering industry at all.

I might say that if you sit down with some of your colleagues in Ottawa I think you will find a similar feeling to what I am expressing here. I have discussed this with some of the officials at Ottawa, I have discussed it with the Minister from Alberta, and I may say that is the general feeling..

MR. HOUCK: Do you have any control over these private gas companies which are continually drilling on private farms?

MR. GEMMELL: Well, the Natural Gas Commissioner inspects all those. I think they have to have a permit in the first place. In the second place, they are inspected by the Natural Gas Commissioner or one of his inspectors.

MR. HOUCK: Is that permit from your Department?

MR. GEMMELL: Yes, in the Natural Gas Commissioner's office.

Vote 124 agreed to.

On Vote 125:

MR. GRUMMETT: Mr. Chairman, in connection with this Vote I believe that in the Sudbury area for some little time now the mines have been extracting sulphur from the fumes, as the hon. Minister explained to us this afternoon. Is there any indication that this extraction has decreased the destruction of vegetation in the Sudbury area or is too short a period of time to know whether it will have any effect?

MR. GEMMELL: I might say the Department of Lands and Forests and, I believe, the National Research Council, are continually examining that. As a matter of fact, I believe every three or four years we have set up automatic recorders throughout the district, but that is about as far as we can go. The report is not complete, but there does not seem to be any appreciable damage. I might say in connection with this Vote that first of all the cost of it is paid by the Companies involved. That item is not paid by the Government at all. That is all refunded to the Government, all the expense of the operation of this Department. I do not believe there was a complaint in 1951

made to the Sulphur Fumes Arbitrator nor was there any arbitration.

As you understand, when a burn takes place generally speaking the Company's representative, whom they have appointed for that purpose is present. If a complaint is filed or if there is a particularly heavy settling of fumes, our Government man goes out. Then, the farmer, if it happens to be a farmer, settles with the Company man. If, for any reason, he cannot arrange a suitable settlement, he appeals to our man who in turn tries to arbitrate the case, and if that arbitration fails the man has the privilege of appealing to the Municipal Board. During that time only one case ever went to the Municipal Board, and it was turned down at that time. Last year there was not even an arbitration.

Vote 125 agreed to.

Vote 126 agreed to.

On Vote 127:

MR. OLIVER: Will the hon. Minister tell the House how much of the \$1 million was expended last year?

MR. GEMMELL: Out of this Vote last year we have paid \$138,890, but we have commitments under way. These are projects which are started but on which no payment has been made to the extent of \$457,233.56. About half of it has been committed.

MR. WREN: Mr. Chairman, would the hon. Minister tell the House what makes up the \$1 million for this year and for what projects that money is to be used?

MR. GEMMELL: We have to get the Vote through first.

MR. WREN: You are making an estimate on the amount of money you are going to spend; you must have some idea of what you are going to spend it on?

MR. GEMMELL: We have a number of projects under consideration which require surveys. We cannot tell you what they are until we have our Estimates. You will see them in the press every day -- a road here and there. Until we have the Vote through and know how much money is voted, it is very difficult. You will see articles in the paper regarding the Lightning River road. We feel that is largely a hydro programme. Then, there is the Warren Lake road at Timmins. We have no idea of the cost which we will have to bear, so we cannot say how far these projects will go, nor what we can do until the surveys are completed.

Vote 127 agreed to.

DEPARTMENT OF HIGHWAYS

HON. G. H. DUNBAR (Acting Minister of Highways):

Mr. Chairman, I rise to say a few words in presenting the Estimates for the Department of Highways, and I do so with mixed feelings -- with a feeling of sorrow and a feeling of pride, a feeling of sorrow that my good friend the hon. Minister of Highways (Mr. Doucett) is unable to be here. There is no need

for me to mention the accident with which he met. There is a pride on my part to think that

he, whom I have known since boyhood, has asked me to present his Estimates here today, and you will pardon me if some things I may say will not be said as well as he could say them.

However, we shall endeavour to do the best we can as we go along.

During the 1951-1952 fiscal year, the Provincial highway system and municipal roads throughout the province were improved by a combined expenditure totalling nearly \$100 million. This is the largest expenditure that has ever been voted for this purpose, and was made necessary by increased dependence on automotive transportation. The proportion of motor vehicle owners to total population has risen to one for every four, the highest, except for a few jurisdictions, in the whole world. So you can see how in the Highways Department it is most important that we have sufficient money to look after the maintenance

of our roads apart from construction, and also to assist the municipalities.

The number of licences issued has tripled since the war, and we might, of course, expect that it will increase as time goes on and we must be prepared for it. With these 1,500,000 drivers using the highways, you will notice that the maintenance of the different roads is heavy -- and, of course, when I say "maintenance" that does cover quite a scope, because maintenance in the past has been used for cutting off corners, raising grades and lowering grades and so on. It was not really the maintenance part of it in that sense of the word.

Good progress has been made in extending and modernizing the truck highways of the Province although the shortage of essential construction material, principally steel and cement, has hampered operations. The Department awarded contracts for 230 major projects and carried out additional work by day labour. That is what the hon. member for St. Andrew was asking me, where some of the men were kept employed all season. It is by having some of the projects performed by day labour.

The additional work by day labour is considerable. In terms of road mileage this programme has resulted in 267 miles of new pavement

in 1951, 207 miles of bituminous resurfacing of old pavement and 120 miles of light bituminous pavement or "mulch"; a total of 594 miles of improved driving surface for the motorists of the province and for visitors from outside our boundaries. In addition, some 252 miles of highway were graded in preparation for paving and 38 major bridges were constructed.

Highlights of the year's construction included the paving of the new Toronto-Barrie highway, now nearing completion; the extension of a divided highway of similar type east of Oshawa and the start of a divided highway east from Windsor as part of an announced programme to connect the southwestern border with Toronto. In co-operation with the Federal Government, steady progress was made on the Trans-Canada Highway with seven major projects involving twenty contracts being carried on.

I might say in connection with the divided highway east of Oshawa that it is graded ready for surfacing down as far as Bowmanville and partially graded to Newcastle, where it joins old No. 2 highway.

Regarding the Trans-Canada Highway; when we were meeting the Labour delegation today they gave us credit for a little more than we did.. They gave us credit for having the Trans-Canada

Highway completed, but it was just the agreement that has been completed. I hope those in the outlying districts of the country who will be affected by the Trans-Canada highway will be careful not to blame the Provincial Government, because this is a partnership agreement. Until the Federal Government say "Go" -- give us the green light -- we cannot build one mile of it and get paid for it. We are willing and ready, however, when we get the green light from the Government at Ottawa to go ahead with a considerable portion of the Trans-Canada Highway.

Every effort was made to maintain the highway system to the highest possible standard, particularly during the winter months. To keep driving surfaces in a safe condition, more than half a million tons of sand and 80,000 tons of chemical were applied to control ice conditions. We also did a lot of "zone painting" -- 5,600 miles. The roadside parks were increased and additional picnic tables provided. Over two thousand of these tables are now in use in these parkside areas, and if we continue at that pace we will have a lot of very pleasant places along the highways where our motorists can spend a pleasant hour.

Department assistance to the municipalities reached a total of more than \$26 million last year. When you hear about the municipalities not receiving their share of the gasoline tax. Just

think back to 1946 and 1947 when they were not getting one cent, ~~xxx~~ bear in mind that they received last year \$26 million. Back in 1944, it was only costing about \$18 million altogether for the municipalities for everything. It is a wonderful increase.

This is \$6 million more than in the previous year. It was \$20,700,000 in 1950, so you can see we are assisting the municipalities, not only in the way we have proposed this year, but we have in the past been doing so.

That is spread over a total of 988 organized municipalities. The Department encouraged the planning of a programme by the counties and the townships for constructing a definite mileage of roads of high standard each year. You might notice that there was considerable complaint this year from some of the smaller towns. I think there was one Bill before the Private Bills Committee which was not considered where they were asking that they be separated from the county.

Last year the Highways Improvement Act was amended so that the smaller towns would get a rebate of 25 per cent from what they had been assessed by the county. One year is not quite long enough to judge whether the counties are playing fair with the smaller municipalities, or whether the smaller municipalities are playing fair with the counties. That is why we felt

we had better wait another year or so and see how they were getting along.

I agree with the smaller municipalities that the counties did not play fair in the past, but we hope by intervening in a friendly way, giving them as good advice as we possibly can,

possibly we will be able to smooth things over, because I do not like to see towns separate from counties. We have made study of the past and there are not many towns which have separated from the counties, which has not, at some time, wished to come back. There were a few, of course. I see the hon. member for Leeds (Mr. MacOdrum) looking at me.. They were very fortunate; they had a lot of wealth in their town. But Gananoque and Prescott and a few other towns that went into default were not so fortunate. All in all, when you take it through the province I think you will find that the towns would be well advised to endeavour to come to an agreement with the county instead of separating, because there are a lot of the services which the county performs and the smaller towns enjoy, and which would cost much more if they were not coming in that way. I am not going to keep the hon. members very long reading a report from Mr. Miller, which he has prepared for me, because you know that is only a report, and I shall place it in Hansard, so you can read it there. There are a few highlights, however.

MR. HOUCK: We like to hear your voice; go ahead.

MR. DUNBAR: You will be surprised when I make a few announcements. This Government -- not the Highway Department, but this Government -- has decided to build a bridge over the Humber River, one hundred per cent. They appreciate the fact that it was very unfair when the Queen Elizabeth Highway was built to pour all the traffic from two highways into the streets of Toronto without any assistance at all to get in or out. Toronto had a bridge for which they had paid one hundred per cent themselves; it did not cost the Government a cent. We have been using it for this traffic that we have been encouraging to come, and that is pouring in, and of course we have to think of our residents in the Malton district, and in all the other districts. Many of these people live out there and work in Toronto.

That is another one of the nice things this Government is doing for the people of Ontario. We are going to build the approaches also, not just the bridge, and I would ask here publicly that the Engineering Department of the City of Toronto co-operate with our engineers, because it is going to be a difficult task to decide on the clover leaf or whatever is going to be inside the city when you come off that bridge. We do not want to do something that will have to be undone ten or twenty years from now. We want to go about

this thing in the right way. It does not matter if it does cost another half million dollars, if the money is well spent.

The expenditure necessary to purchase the land, build the bridge, and build the approaches, is estimated at \$2,455,000. That is quite an item. This is the "Dunbar Bridge" I am talking about.

(Take "H" follows)

MR. DUNBAR: While we are talking about the different roads, I have some good news for some hon. members here. We are going to continue east from Windsor, that four-lane highway which was started and we are going to finish the road to Barrie. Those works will be completed. We are also going down to Belleville and Kingston. In the cities of Belleville and Kingston, there is created a bottleneck which people cannot get through. In Belleville, we are going to go right from Trenton, by-pass Belleville, and relieve the congestion in Belleville, caused by crossing the bridge and having to turn onto the main street. It will be a great relief to the people of that district and to the truckers and tourists and all people using the highways, who are paying their taxes for that purpose. We are going to help them.

Then we are going to Kingston where No. 38 goes up to Sharbot Lake. We are going right past Kingston, three miles on the Smiths Falls road and we are going to continue along the border of the Military Camp to carry the road to Gananoque, to join the four-lane highway from Gananoque to Brockville. That is part of the programme.

We have \$6,000,000. more in the estimates this year than we had last year and we are not going to see any municipality "go short," it does not matter

who elected who up in Sioux Lockout. We do not do business that way. We are going to see that all municipalities get a square deal. A square deal for everyone with this Government.

MR. A. H. COWLING (High Park): Mr. Chairman, I would like to extend congratulations to the hon. Acting Minister of Highways (Mr. Dunbar). It just goes to show when you get a combination of hon. Minister of Municipal Affairs (Mr. Dunbar) and Acting Minister of Highways (Mr. Dunbar) what kind of action we get. In Toronto, we have been talking about another bridge or underpass or some relief at the Humber Bridge, and the first thing the hon. Acting Minister (Mr. Dunbar) does is make the great announcement that the province of Ontario is going to put the bridge over there. I know everyone in Toronto will view this announcement with great joy. Speaking for Toronto and also for those from Etobicoke, Islington and out to Port Credit, this is going to be a wonderful thing. It is going to be a great relief to us.

Incidentally, we had the privilege of viewing the new subway this morning with a number of out-of-town hon. members. We were very glad to act as hosts and take them down through this new project. When you think of the great development in

Toronto due to the subway, it is of necessity that we have this additional bridge over the Humber.

I like to feel in a small way that I was responsible, with some others here who were on the City Council, for doing something to remove that situation on the Lakeshore Boulevard. Another bridge at the Humber is going to do the trick, because we have lots of room in Toronto for people to go down there to business and to shop. We want to make it just as speedy as we can for them to get there. I am sure we are all very happy with this great announcement here to-day.

MR. G. W. PARRY (Kent West): Mr. Chairman, I would like to put in an order for a bridge at Chatham. I thought while the hon. Acting Minister (Mr. Dunbar) was in such good humour, I would take this opportunity of asking for another bridge at Chatham and so I place my order to-day.

MR. DUNBAR: There is one thing I would like to say to the hon. member for Kent West (Mr. Parry). First of all, when he goes back after this Session, tell the people we are willing to help Chatham, but let the people of Chatham get together and help themselves.

MR. PARRY: We will look after that.

MR. P. MANLEY (Stormont): Mr. Chairman,

I was deeply interested in the hon. Minister (Mr. Dunbar) making this announcement this afternoon on the various projects he is proposing. He went down as far as Kingston, but I wonder if he has forgotten the people east of Kingston?

MR. DUNBAR: No, we are going to finish that road past your place.

MR. MANLEY: I am glad to hear that.

MR. F. R. OLIVER (Leader of the Opposition): Mr. Chairman, I wish we had allowed the hon. Minister (Mr. Dunbar) to have completed the statements he had in his hand showing the developments which are about to take place in various parts of the province. Without finishing the statement, I am not in a position to render unto him, the thanks I know will be coming to him had he finished the statement. I am sure he has in mind the needs of the various parts of the province and he does not take into consideration at all, the political affiliation of any hon. member who might represent a riding. The hon. Minister (Mr. Dunbar) is too big a man for that. We will see as time proceeds, the real extent of his stature in that regard.

I wanted to say, in a general way, that I think we have come to the place, particularly in regard to highway estimates, where we should call

a halt and ask ourselves seriously where we are heading. If hon. members of the House will take the estimates which are before us at the present time, they will find that we are being asked to vote some \$4,500,000. to carry on the work of the Department of Highways for the year which has just commenced and that there is provided a revenue by Statute for the Department of Highways of \$94,500,000. In other words, we are asked to vote \$4,500,000. but we have no say over an amount of \$94,500,000. I suggest in all seriousness to you, Mr. Chairman, and to the hon. Prime Minister (Mr. Frost) that we have just about reached the place in regard to the Statutory and the amounts to be voted, where we had better stop and look and listen.

90 hon. members of the Legislature to come down here year after year and pass estimates for the Department of Highways, representing only 5 per cent. of the total expenditure of the Department of Highways. Only 5 per cent. of the expenditures of this Department will get the seal of approval of the hon. members of this House. I might say, and I think the hon. Prime Minister (Mr. Frost) expects me to say, that it is necessary that much of this is statutory, but I want to say to you, Mr. Chairman, that I took the trouble to look up the estimates of the Departments of Highways in some of the other provinces of Canada, and I found

1. The first part of the report deals with the general situation of the country and the progress of the work during the year. It is divided into two main sections: the first section deals with the general situation of the country and the progress of the work during the year, and the second section deals with the specific results of the work.

2. The second part of the report deals with the specific results of the work. It is divided into three main sections: the first section deals with the results of the work in the field of agriculture, the second section deals with the results of the work in the field of industry, and the third section deals with the results of the work in the field of commerce.

3. The third part of the report deals with the financial results of the work. It is divided into two main sections: the first section deals with the income of the work, and the second section deals with the expenditure of the work.

4. The fourth part of the report deals with the conclusions of the work. It is divided into two main sections: the first section deals with the conclusions of the work in the field of agriculture, and the second section deals with the conclusions of the work in the field of industry and commerce.

5. The fifth part of the report deals with the recommendations of the work. It is divided into two main sections: the first section deals with the recommendations of the work in the field of agriculture, and the second section deals with the recommendations of the work in the field of industry and commerce.

in the province of Quebec, which is comparable in many ways as to total expenditure, et cetera, with the province of Ontario, they vote down there 40 per cent. of the highway expenditure and 60 per cent. is by Statute. In the province of British Columbia, their public accounts reveal that 60 per cent. of the total highway expenditures in the province of British Columbia is voted by the hon. members of the Legislature, leaving only 35 per cent. for Statutory. In the province of Manitoba, 75 per cent. of the highway budget is voted by hon. members of the Legislature.

I say these things to-day, Mr. Chairman, to call serious attention to what I believe is a tremendous problem which faces electors and the representatives in this Legislature. We are down here to scrutinize public accounts, but when we come to the Department of Highways, we find that only 5 per cent. of the expenditure of the Department of Highways is open for our inspection, or requires our endorsement. It seems to me, no matter what can be said on the other side, there is nothing to justify a situation of that kind. I would like to hear the hon. Prime Minister (Mr. Frost) say, in the not too distant future, "we will take it upon ourselves to examine this position

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Figure 1

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closely and see if we cannot get to a place where a reasonable amount at least of the highway expenditures are voted by the Legislature itself."

I want to just for a moment look at some of the Items which are in Statutory and, therefore, not called to be voted in this House. In the main office, you will find under "S", travelling expenses, \$100,000., no vote at all. You will find maintenance, another \$100,000. and contingencies another \$10,000. Under the Motor Vehicles Branch, you find travelling expenses, \$35,000., maintenance \$80,000., highways safety publicity \$175,000. paid by statute. In these cases, hon. members of this House have no say. They have no right actually to discuss the vote at all. Then you go on down to an item of \$230,000. to provide registration plates for automobiles in this province. Surely that is an expenditure, any way you look at it. Surely that cannot be construed as an expenditure which should be made under and through a Statute of the province of Ontario. I say to the hon. Prime Minister (Mr. Frost), without labouring this point further, that I think we should do something very real to correct the situation that has grown like "Topsy" and is getting absolutely out of control.

MR. W. J. GRUMMETT (Cochrane South):

Before the hon. Prime Minister (Mr. Frost) answers,

I want to say a few words along the same line. I believe the hon. Prime Minister (Mr. Frost) would want to answer both at the same time. Following up what the hon. Leader of the Opposition (Mr. Oliver) has said, if we examine items on which we are asked to vote, to find out to what they refer, we will find that taking out salaries, cost-of-living bonus, unemployment insurance stamps, and so forth,

the only thing we are asked to vote on is limited in vote 89 to \$300. and in vote 93 to \$5000. a total of \$5300. That is including salaries, cost-of-living bonus, and unemployment insurance stamps. All we, as the Legislature, vote on, is \$5300. The rest is all Statutory. I feel the same as the hon. Leader of the Opposition (Mr. Oliver) that it is time we looked into this situation. There are several items here which could be transferred back to the ordinary items on which we would have a vote and I strongly support what has been said by the hon. Leader of the Opposition (Mr. Oliver). I would also point out that the hon. member for Brant (Mr. Nixon) raised the same question on the Budget Debate and it was a very timely topic at that time.

MR. DUNBAR: Mr. Chairman, so far as I am personally concerned, I agree with what the hon. Leader of the Opposition (Mr. Oliver) has said. I cannot see

outside of salary for the Minister or something of that nature, how the expenditures of any Department should be Statutory. I agree there should be a change made in all the Departments and the people who come here as representatives of the province should have an opportunity of voting on everything.

HON. L. M. FROST (Prime Minister): Mr. Chairman, we discussed this on one of the other estimates, I think the hon. member for Brant (Mr. Nixon) raised the point. He raised it last year, in any event.

I think the genesis of this rather peculiar situation goes back to the days of the Dreury administration when the Highway Improvement Act was brought in. This provision was for the purpose at that time of showing that monies which were raised for highway purposes were expended for that purpose. That was the main purpose of the highway improvement fund and this Statutory provision has completely outgrown its usefulness. I do not think there is any good purpose served now. I was discussing with the hon. Minister (Mr. Dunbar) not so long ago, the matter of the Highway Improvement Fund. If hon. members will look at the public accounts, they will find there is a huge amount to the credit of the Highway Improvement Fund. But I can assure you there is no money. The

money is not there, it is only a bookkeeping item. I think it has perhaps this value, that motorists in the province want to feel that money is actually being spent for highways. I can say to you, Mr. Chairman, there is no possibility in the world that all of the money will be spent on highways for a number of years. As a matter of fact, we are actually going to be short of revenue to do the job which is now before us. In the next few years, it will be necessary to spend far more money on highways than we can raise on revenues.

I would like to say some of these old things really have no place in our bookkeeping system to-day. The Statutory amounts of the order which they are in the Department of Highways, the Highway Improvement Fund is meaningless. As I explained here before, the Highway Improvement Fund does not include charges for interest and other things and it would be just as easy, with a few amendments, to put the balance away on the other side.

I might say that the Provincial Auditor has raised this point and we will discuss it with him. We have been a little loath to change some of our systems, because it makes it very difficult to make comparisons between the years, and therefore, we have

kept up some of these. I can assure the House that while these amounts this year are not actually amounts which are voted, nevertheless, they are subject to the fullest grading by hon. members of the House.

(TAKE "I" FOLLOWS)

1. The first part of the report is devoted to a description of the work done during the year. It is divided into two main sections, the first of which deals with the work done in the laboratory and the second with the work done in the field.

2. The second part of the report is devoted to a description of the results of the work. It is divided into two main sections, the first of which deals with the results of the work done in the laboratory and the second with the results of the work done in the field.

3. The third part of the report is devoted to a description of the conclusions drawn from the work. It is divided into two main sections, the first of which deals with the conclusions drawn from the work done in the laboratory and the second with the conclusions drawn from the work done in the field.

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MR. HOUCK: Mr. Chairman, before we begin the estimates, I would like to ask the Hon. Acting Minister (Mr. Dunbar) his opinion on two bottlenecks we have in the Niagara District. I was very glad to hear what he had to say about other roads, but he must recall the terrible bottleneck at the Burlington cut-off. We have a splendid highway to Burlington, and from Burlington to Niagara Falls. I have asked this question repeatedly in the House and I think the hon. Minister of Highways (Mr. Doucett) made a complete study of it, as regards the feasibility of a bridge or a tunnel, and have told the House that a tunnel would be far too expensive. On Sundays, week-ends and holidays, it takes longer to get through Burlington, than it does from Burlington to Toronto, or from Niagara Falls to Burlington. I have heard many people say they would like to come to Toronto on a Sunday, or for a week-end, or to go up north, but they were afraid of the Burlington cut-off.

I recall a year ago on Blossom Sunday, the bridge at Burlington was up, and before it came down again, the traffic was lined up back farther than Grimsby, on the road to the Niagara District.

I would like to know that the hon. Minister

(Mr. Dunbar) will put that on his list of priorities, as soon as materials are available.

May I also say a word concerning the dual highway from Niagara Falls to Fort Erie. As the hon. Minister of Travel and Publicity (Mr. Cecile) told us the other day, there is an estimated 4,500,000 cars came into Ontario from the United States in 1951. We are experiencing many accidents, especially after dark, between Niagara Falls and Fort Erie. Tourists leave the double highway, and then after travelling but a short distance, they reach the single highway, but they think they are still on the double highway, and as a result we are having 100% more accidents on that stretch of road, than we have between Niagara Falls and St. Catharines.

I would ask the hon. Acting Minister to give some consideration to that feature.

HON. G. H. DUNBAR (Acting Minister of Highways): Mr. Chairman, people coming from the United States, as a rule, do not go on the highway referred to by the hon. member for Niagara Falls (Mr. Houck), but take the other road through the city. Niagara Falls is such a nice place, that they like to go down through the park. We do not think

there is sufficient traffic over that highway, from the information we have been able to obtain. We had it "clocked" as they call it, and the Deputy told me that he felt at the present time there were other places which should be given consideration at the moment.

MR. HOUCK: The Deputy has told me they have to have 4,000 cars a day in order to pave a road.

MR. DUNBAR: At Burlington, of course, I think the tunnel is "out". In any event, it is partially Federal and partially Provincial. I think there will have to be an over-pass. That will have to be held over until steel is more plentiful. At one time it was estimated it would cost about five million dollars. That was immediately after the war. But now I would say, roughly, it would cost from nine million dollars to ten million dollars. It is a big project. I do not discount what the hon. member for Niagara Falls (Mr. Houck) says about the necessity for it. In my opinion, it is the worst bottleneck in the Province of Ontario.

Vote 88 agreed to.

On Vote 89.

There is a little bit of a gap in the
 information we have been able to get
 it is not as complete as it should be
 that is why it is not as good as it
 should be, but it is still a good one.

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MR. W. J. GRUMMETT (Cochrane South): Mr. Chairman, I realize this item is statutory, and I really have no business asking a question about it, but I know the hon. Acting Minister would be willing to give us information if we desire it, about these various items.

Under Vote 89, "Roads, Publicity, \$75,000". What does that cover? Does that cover the daily broadcasts as to the condition of the roads, and the gathering of such information?

MR. DUNBAR: It is the circulation of a weekly bulletin, and to provide for additional road maps. In 1951, over 500,000 maps were printed.

MR. GRUMMETT: Where would you find the expenditure concerning the daily radio broadcast, as to the condition of the roads in the Province.

MR. DUNBAR: That is donated free by the radio station, I am told.

Vote 89 agreed to.

On Vote 90.

MR. W. J. GRUMMETT (Cochrane South): On Vote 90 - Statutory again - "Maintenance"; there is an expenditure of \$32,275. That is all statutory. Does that cover the King's Highways, plus any other

secondary highways upon which you may decide?

MR. DUNBAR: The king's Highways and development roads, and secondary roads.

Vote 90 agreed to.

On Vote 91.

MR. F. OLIVER (Leader of the Opposition):
Mr. Chairman, on Vote 91, the fourth item; "Development Roads, one-half million dollars". About that, I want to ask two questions. Does that refer to incorporated townships only, or is it an all-inclusive figure referring to unincorporated as well as incorporated townships?

MR. DUNBAR: It covers both.

MR. J. B. SALSBERG (St. Andrew): On Vote 91, the last item, "Municipal subsidies", Mr. Chairman: I want to say at this time that a complete over-all enquiry into the policy of the Government toward municipalities in regard to the highway problem is necessary. The hon. Acting Minister (Mr. Dunbar) had his "big moment" a few minutes ago, when he dug down into his portfolio, and drew out a bridge, and showed it to the hon. members for Toronto. Of course, it is only a cardboard bridge, so far. We are very, very thankful that the Government saw fit to assume the cost for the construction of that bridge.

But, Mr. Chairman, that is nothing more than a crumb thrown at the City of Toronto. We are very glad to get the crumbs when they are thrown at us, especially when we are as hungry as we are at the present time.

But that does not solve the basic problem with which the city of Toronto and other municipalities are faced. In the first place, it would take a couple of years before the bridge is completed. Of course, we cannot help that. But it will not affect the tax rate of the residents of the city of Toronto one iota, this year, nor next year. The problem with which the home owners of the city of Toronto are concerned, is the rapidly-rising costs of road construction and road maintenance, and for the services from which the city gets nothing. That is the essential problem. The increased number of automobiles has created new problems in the cities, and Toronto has a major portion of them. The streets are narrow, and they have to be widened. New streets have to be opened up; houses have to be removed in order to make possible the extension of city streets, because of the congestion of the traffic. Roads go out of commission very rapidly, and need repairing. Almost annually repairs are needed, creating a problem for

the municipal governments, and particularly the city of Toronto, which they cannot possibly overcome without increasing taxes, and burdening the home owners beyond their capacity to bear that burden.

The city of Toronto is very happy to be host to the hon. members who come here for the sessions, and who come, I am sure, session or no session, because of what the city has to offer, and may I say to the hon. members that since your arrival, you have undoubtedly become aware of the conditions of some of our main thoroughfares. The pavements are cracked, ripped up, and the city of Toronto cannot possibly properly repair its roads. It has not the money. The bridge the hon. acting Minister held up before the eyes of the hon. members of the House, and before the eyes of the people of Toronto, will glitter and dazzle them, and probably furnish the occasion for numerous political speeches, but it will not help the people to pay their taxes, and will not provide funds for opening the arteries of traffic, which the increased number of automobiles creates.

I suggest, Mr. Chairman, we have to face the fundamental problem which is that either the Government takes over the responsibility for the

city, or it shares the gasoline tax with the municipalities. It is one or the other. Because the increased expenditure caused by the increase in the number of cars on the streets is beyond the ability of the city to pay, because it has no income from that source. It all goes to the province.

MR. DUNBAR: Did you get none of it back? \$6,900,000 last year.

MR. SALSBERG: I am coming to that. All I am saying, has been said before, perhaps in different words, by practically every hon. member of this House from the city of Toronto, when they were members of the City Council. All I ask of the Government now is to use its influence, and its special position to take one step or the other, and not merely throw a few crumbs, but to utilize the power of this Government to bring about a change in policy on a fundamental question affecting the City of Toronto taxpayers, and those of other similar municipalities.

The brief which the City of Toronto has prepared, and which was presented to the Government -- copies of which I am sure are in the desks of all the hon. members of Toronto ridings, particularly those who were members of Council - bring up some very

interesting features. First, the city of Toronto is obliged by statutory provision to pay for the construction and maintenance of suburban roads in the County of York, amounting to about \$300,000, or more, per year. I do not know what it will be this year. But I think the figure mentioned in the brief by the city is for the year 1950, and the hon. members will please recall that the Toronto home-owners are paying for the construction and maintenance of roads which extend fifty miles beyond the limits of the city of Toronto, as far away as Lake Simcoe. Surely the Province should relieve the city of that responsibility, at a time when the city of Toronto has not the money to pay its own streets. The Province could at least take over full responsibility for these county roads. Why insist on Toronto paying for their maintenance? Why should any resident in any constituency in the city of Toronto -- particularly those without cars -- be obliged to pay for the maintenance of roads which extend fifty miles outside the city limits?

Mr. Chairman, I am sure that every hon. member of this House will agree with me when I say that the citizens of Toronto have the right to ask

1. The first part of the paper is devoted to the study of the

properties of the function $f(x)$ defined by the equation

$$f(x) = \int_0^x \frac{1}{1+t^2} dt$$

It is shown that the function $f(x)$ is continuous and

differentiable on the interval $(-\infty, \infty)$ and that

$$f'(x) = \frac{1}{1+x^2}$$

Furthermore, it is proved that the function $f(x)$ is

$$f(x) = \arctan x$$

and that the function $f(x)$ is bounded on the interval

$$(-\infty, \infty)$$

and that the function $f(x)$ is periodic with period

$$\pi$$

and that the function $f(x)$ is odd and that the function

$$f(x) = \arctan x$$

is the unique function satisfying the conditions

$$f(0) = 0$$

and $f'(x) = \frac{1}{1+x^2}$ and that the function

$$f(x) = \arctan x$$

is the unique function satisfying the conditions

$$f(0) = 0$$

and $f'(x) = \frac{1}{1+x^2}$ and that the function

$$f(x) = \arctan x$$

is the unique function satisfying the conditions

$$f(0) = 0$$

to be relieved from this burden which will, in the long run, affect their tax bills.

That is one item "Maintenance of County Roads as far as fifty miles beyond the limits of the City".

MR. DUNBAR: Correct yourself; those are suburban roads.

MR. SALSBERG: I am very glad to be corrected by the hon. Acting Minister of Highways. I prefer him, however, in his capacity of Minister of Municipal Affairs.

MR. DUNBAR: Why do you not search back and find out who negotiated the suburban roads, whether it was the county or the townships? The townships did not want to come into it. It was by a vote of the people in the city of Toronto. They wanted to build the roads to bring the people in so they could shop at Eaton's, Simpson's, and other large stores in Toronto. They initiated it. Do not blame the county for it. The county objected to it. We paid fifty percent, and they paid twenty-five percent.

MR. SALSBERG: I am not blaming the county. I am blaming this Government. I am blaming you, Mr. Acting Minister, for not assuming the responsibility for the maintenance.

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MR. DUNBAR: You are speaking on the wrong Bill. You should be speaking on the Warble Fly Bill.

MR. SALSBERG: The hon. Minister of Agriculture (Mr. Kennedy) would not have given me such an answer if I had asked him a question about the warble fly. You are dodging the responsibility, and trying to place it on the shoulders of other Governments.

MR. DUNBAR: The warble fly is the only thing which would pierce your hide.

(Take "J" follows)

MR. SALSBERG: No, Mr. Chairman; that reply is a boomerang because it is going to come back and dig itself into the hide of the Government. As a matter of fact it is already there. The hon. Minister (Mr. Dunbar) having raised it, may I tell him that one of the Toronto newspapers has demanded of this Government that it do something about this question, and lest someone ask me what newspaper it is, I will tell you; it is The Telegram.

MR. DUNBAR: Never!

MR. SALSBERG: Now you are silent. If I had said it was another paper you would have groaned. You would have groaned with pleasure had I said it was the Tribune, but you do not groan when The Telegram is mentioned. But you will groan when you read the quotation. The editorial is March 25th, and it is entitled:

"Toronto Good for Easy Pickings."

Quite a breezy heading for an editorial, but the old Telegram is trying to be as breezy as it can, in order to regain its lost youth. It does not seem to succeed, but it makes an attempt.

MR. FROST (Prime Minister): Mr. Speaker, no doubt that is a very interesting editorial, but sometimes even the best of newspapers get a little off the track.

MR. SALSBERG: If the hon. Prime Minister does not want it read, I will not read it.

MR. FROST (Prime Minister): In Ontario we have a system of county roads and suburban roads which goes back, I suppose, to before the days of the provincial highways system. The hon. member for Brant (Mr. Nixon) can tell us about that. The plan is still in operation in Ontario. It is a very sound one and we have no idea of interfering with it, in fact, we want to assist it.

For instance, in the County of Victoria; the plan is that the municipalities themselves would band together into a Good-roads Organization or a County-roads Organization, and overlook the boundaries of their municipalities and look at their county as a whole, with the idea of working together to see that there are arterial highways running through the whole community to serve the county as a whole. That, sir, is the county roads system, which has proved very satisfactory in Ontario, and I believe if one were to ask hon. members of this Assembly if they would be in favour of abolishing their county roads system, they would say "no". They would be opposed to it.

The suburban roads in connection with Toronto and some other cities are only a part of that general plan for community planning. One of the problems in a great city like Toronto is to plan beyond the boundaries of the community, and the suburban roads system is just part of that.

Across Ontario it means that all municipalities, whether it be Renfrew, Pembroke, Arnprior or Ottawa with its suburban roads system, are spending more on these great planning schemes beyond the boundaries of their municipalities. The hon. member for Ontario (Mr. Thomas) does the same thing.

It is a very narrow view, Mr. Chairman, to come here and advocate that communities should not continue to do this. I have heard the point argued in my own community of Victoria; I have heard people in Lindsay say, "Why should we spend money out in the country on county roads?" And I suppose Lindsay may pay as high as 40 per cent of the amount the county pays. After all, it means roads into that community, more business for the merchants, more of a centre, and I would point out to my friend the hon. member for St. Andrew (Mr. Salsberg) that the greatness of Toronto does not depend upon Toronto, but upon the strength of Ontario. Indeed I would say, Mr. Chairman, that much of Toronto's greatness is due to the mineral wealth of the North Country. Toronto would not be what it is today if the North had not been discovered and developed.

One has to take a broad view of these things. The hon. member for St. Andrew ought to be glad to belong to a community of municipalities in this area that pool their resources in order to see that there are good roads over a wide area.

The first thing I noticed when I stepped
 out of the car was the cold. It was a
 sharp, biting cold that seemed to seep
 into my bones. I shivered as I walked
 towards the entrance of the building.
 The door was open, and I stepped
 inside. The interior was dimly lit,
 with only a few lights glowing in the
 distance. I walked down a long, empty
 hallway, my footsteps echoing off the
 walls. The air was stale and heavy,
 and I could feel a sense of unease
 creeping over me. I reached the end
 of the hallway and turned to the right.
 There was a door, slightly ajar, and
 I pushed it open. The room beyond
 was dark, with only a faint light
 coming from a window. I stepped
 inside, my heart pounding. The room
 was empty, except for a single chair
 in the center. I sat down, my hands
 trembling. I looked around, trying to
 make sense of the situation. The door
 was closed, and I was alone. I
 waited, my mind racing. What was
 going on? I had no idea. The silence
 was oppressive, and I could feel
 something was about to happen. I
 stood up, my legs shaky. I walked
 towards the door, my hand on the
 handle. I turned the handle and
 pushed the door open. The light from
 the hallway flooded the room, and I
 saw a figure standing in the doorway.
 It was a man, wearing a dark coat
 and a hat. He looked at me with
 cold, dead eyes. I backed away, my
 heart pounding. He stepped forward,
 his hand reaching out. I screamed
 and ran, my feet slipping on the
 floor. I ran down the hallway, the
 door closing behind me. I ran until
 I reached the entrance, where I
 collapsed. I was alone, and I had
 no idea what had happened.

That is our policy, and I am sure the people of this Province would support that kind of community planning, and I might point out to the hon. member that it does not come from this Government, it comes from other Governments away back in the days of the Drury Government. It is a sound proposition.

MR. SALSBERG: Mr. Chairman, no one in Toronto begrudges expenditures on highways in other parts of the province, and no one is blaming this Government for the situation which exists, not even The Telegram. The reason I return to this question is because the hon. Minister (Mr. Dunbar) was not wise enough to let me go on to the next point but insisted on bringing me back when he invited me --

MR. DUNBAR: Go back and start over again if you like.

MR. SALSBERG: The hon. Minister did not know when he was in a good position.

MR. DUNBAR: Go ahead, start right at the beginning. Get the record working again.

MR. SALSBERG: Do not make too many remarks; it is becoming a bit dangerous. One is good enough for you; do not invite any more. Do not be reckless.

MR. DUNBAR: Get the record going again.

MR. SALSBERG: All I wanted to say, Mr. Chairman, and I have to repeat it, is that with all

due regard to the city in the scheme of things in the province, and we all appreciate that, it does not alter the fact that our municipal government is actually frantic and beside itself in trying to strengthen its budge because it is obliged to carry certain loads for certain services created by developments from which the Province alone gets revenue, and the city does not. That is the essential pattern and I would submit, Mr. Chairman, that sooner or later -- and let it be sooner -- this problem will have to be faced by this or another Provincial Government. All I am trying to do this afternoon is deal with the fundamentals of the problem and I suggest that the cost of the suburban roads is one of the problems that will have to be solved. In my opinion, and in the opinion of the city council, as expressed in their brief, and in the opinion of a newspaper friendly to the Government, such as the Toronto Telegram, the city should not be burdened with this particular cost.

In so far as the general problem of the city streets is concerned, as I said before I am guided by the brief prepared by the city. We have this situation, and any hon. member representing a Toronto riding who wants to can refer to page 14 of the brief which was placed in our hands by the city government, and I am quoting only one paragraph.

MR. FROST (Prime Minister): May I ask

the hon. member to bring that up on the Estimates of the Department of Municipal Affairs.

MR. SALSBERG: I think we are dealing with highways, and it is a highway expenditure and it is the same hon. Minister (Mr. Dunbar), so why pretend? Let him face it now and then he will be prepared to face it again on those Estimates.

MR. DUNBAR: I might be afraid to come in.

MR. SALSBERG: No, the hon. Minister will not, he is just pretending in order to get sympathy.

"Now, dividing the total revenue from gasoline tax and licences by the number of motor vehicles registered in the province, it is indicated that each motorist pays an annual amount of \$69.34 to the province. The number of registrations of motor vehicles in Toronto for 1949 was 205,787 which, rated at the unit revenue value of \$69.34, would produce \$14,269,270.58 for the province. This means that the province receives from Toronto motorists annually about \$14 million and returns in subsidies for highway purposes \$1,300,000."

This creates an impossible problem, and I am sure hon. members who come from larger centres will know that they are confronted with similar problems. I remember only a few years ago -- and I am prompted to say what I am going to say by the shaking of the head of an hon. member from Hamilton -- the streets in Hamilton were in a hopeless state and the city could not at that time surface them. Everybody understood it, it was a national issue, yet every

taxpayer knew it was not the fault of the then Mayor or another Mayor or that Board or another Board. They did not have the money to do it.

AN HON. MEMBER: Well, there was a war on.

MR. SALSBERG: Besides that there was no money. Let us not be partisan about the matter. Hamilton did not have the money then and Toronto does not have the money now to fix the streets in the spring, streets which were largely torn up by trucks and cars which are using them and which are paying taxes to the Province only, from which the city gets nothing, and here we have the city property owner called upon to pay those bills. I join therefore with the demand of the City of Toronto and with the Association of Municipalities of the Province that the gasoline tax be shared with the municipalities on the basis of motor vehicles registered. We have got to find some way of doing it to relieve the city of this load.

MR. DUNBAR: How do the Northern Ontario people feel about that?

MR. SALSBERG: I repeat, I appeal to the hon. Minister who is now handling these estimates, let us not try to be smart about this and let us not make a partisan issue of it. I appreciate that Toronto members cannot say it as openly as I can although they agree with me. I appreciate their position and I know that in caucus they speak up, and that in the debate some Toronto

members made proposals similar to those I am making. Let us therefore consider this very seriously; it is the request of a city, the largest city we have, and it is a proposal that comes from all organized municipalities, and it will have to be faced. Let us face it now before some of the municipalities are driven either to bankruptcy or to a tax levy which will make home ownership impossible.

AN HON. MEMBER: Are you speaking for other municipalities?

MR. SALSBERG: I might say the Association of Municipalities has presented a brief to this Government in which they propose the thing which I am proposing now. The hon. Prime Minister (Mr. Frost) knows that, every member of the Cabinet knows it and everyone who is on a city council knows that I am giving expression to what is the general, universal appeal from municipal governments on behalf of their burdened taxpayers to this Government. Either assume the cost of maintaining and extending our roadways in the cities or share the gasoline tax and save all that.

I am of course appreciative, as will be every citizen in this city, for the gift of the bridge, but gifts will not solve the problem of the tax rate and I do appeal to the Government to make another statement that really will cause the issuance of extras. The announcement about the

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bridge caused the newspaper men to rush to the telephone, and undoubtedly the night editions will say: "Minister of Bridges hands one to Toronto", or words to that effect. At any rate, this Government is going to get a million dollars worth of publicity in the night editions and those of tomorrow morning, but I suggest that if you were to make an announcement that this Government is prepared to share the gasoline tax with the municipalities, you will have extras issued in every city which has a daily paper, and I shall be very happy to have you take all the kudos and all the credit, because of what it will mean to the home owners, to the municipal governments and to municipal affairs generally.

MR. WARRENDER: Mr. Chairman, may I ask the hon. member for St. Andrew a question?

MR. DUNBAR: Mr. Chairman, may I first say that Toronto received for their share of the gasoline tax \$6,500,000. We appreciate the fact that there is more gasoline sold in Toronto than in Barrie or some of those other places, but would you create a Balkan state in this province where you would have a paved road in Toronto and a few miles outside the city would drive along in the mud in a municipality where they could not collect any taxes from gasoline? It is nonsense.

MR. SALSBERG: I never proposed that, Mr.

Chairman. / That is putting words in my mouth; it is resorting to a method which I do not think should be resorted to in dealing with so serious a matter.

MR. PORTER: No one needs to put words in your mouth.

MR. SALSBERG: I never suggested we ignore Barrie or any constituency or any part of the province. All I am asking is that you agree to share the gasoline tax income with the municipalities. That is a very different thing. Barrie will benefit, Kingston, Brockville, Belleville and Toronto as well. It is either that or assume the cost for roads in municipalities.

(Page J-11 follows)

No, I do want to Balkanize the province. I suggest to the hon. Prime Minister (Mr. Frost) that we take full responsibility for this, and then this government will take care of Toronto and Hamilton and every other municipality and I am sure they will be impartial whether they send here a Conservative member or a Liberal member. So please do not put words in my mouth. If you say: "We are not ready to make this move" then I will disagree but I will understand it; but do not try to run away from the issue. You will not succeed. No government will run away from this issue for very long.

In the United States, they have faced it and in material presented to this government by the provincial associations, it is shown that some of the most expensive highways built in that country are paid either entirely by the state governments, or shared by state and federal government.

MR. DUNBAR: When were you over to the United States?

MR. SALSBERG: Now, Mr. Minister (Mr. Dunbar), you are resorting to tricks.

MR. DUNBAR: No, I just asked you, when were you over to the United States?

MR. SALSBERG: Because, as a Minister, you were present when a brief was read to you which presented those facts.

MR. DUNBAR: I am asking you, when were you over to the United States?

MR. SALSBERG: Unless the hon. Minister's (Mr. Dunbar) memory is slipping, and I do not think it is, he should not become childish.

MR. DUNBAR: No, I am asking a straight question.

MR. SALSBERG: You are not a youngster, but do not become childish.

MR. DUNBAR: When were you over to the United States?

THE CHAIRMAN: Order.

MR. SALSBERG: And do not resort to tricks and methods of a juvenile class, when a brief has been presented to you by the municipalities. You are Minister of Municipal Affairs, do you remember that or do you not?

MR. WARRENDER: Mr. Chairman, may I ask the hon. member (Mr. Salsberg) a question?

THE CHAIRMAN: Not unless the hon. member (Mr. Salsberg) permits.

MR. SALSBERG: That brief gave examples in the United States where roads are paved by the states.

MR. FROST (Prime Minister): Mr. Chairman, this impassioned plea by my hon. friend (Mr. Salsberg) is totally unnecessary. When we came into office, there was \$3,000,000 in grants to municipalities; last year it was about \$30,000,000 and I think something over that amount is in the estimates for this year. Under the previous government, which is represented by the remnants that you see in the front benches

opposite, the City of Toronto received nothing! Last year they received \$6,000,000, was it not?

MR. DUNBAR: \$6,500,000.

MR. FROST (Prime Minister): Mr. Chairman, those are substantial things we are doing in a substantial way. Nobody is more of an advocate of municipal reform, I think, than are we over here, and I can assure my hon. friend (Mr. Salsberg) that when we get the cheque for that 5 per cent. of the income tax which should be here before the end of the week in view of what has been said here today, we will sit down and discuss a new deal.

MR. WARRENDER: Mr. Chairman, may I ask the hon. member for St. Andrew (Mr. Salsberg) a question? I wonder if he knows that the City of Hamilton last year received over \$2,250,000 in grants from the province, which on our last year's assessment, amounted to 10 mills and which makes that much difference in the mill rate this year.

MR. SALSBERG: I did not know that but I am very glad to hear it, and I hope the hon. members for Hamilton will do their utmost to get more for next year.

Vote No. 91 agreed to.

On Vote No. 92.

MR. A. J. REAUME: (Essex North) Mr. Chairman, may I ask the hon. Minister (Mr. Dunbar) if there is any reason why in all the various places such as Toronto, Windsor, Hamilton and others, we have to pay every year taxes on our own

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1. *Phragmites australis* (Cav.) Trin. ex Steud.

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Age Group	1980	1990	2000	2010	2020
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15-24	20	18	15	12	8
25-34	15	14	13	12	10
35-44	12	11	10	10	10
45-54	10	10	10	10	10
55-64	8	8	8	8	8
65-74	15	18	22	28	35
75+	2	3	4	5	8

1. $\frac{1}{2}$ of the total population is under 15 years of age.

1995

cara and trucks operating upon our own streets? For instance, we pay now for all our cars and trucks including those used in the fire department and in the police department amounting in Windsor to \$150,000 per year representing the equivalent probably of a mill, and I was just wondering, if there is any reason in the world why we ought to pay a tax for the privilege of driving our own trucks upon our own streets? A farmer operating his own truck in his own field does not have to pay any tax but we, while driving our own busses, our own trucks, and our own cars upon our own streets, are expected every year, to pay \$150,000 to the province in taxes.

MR. DUNBAR: You have a low rate on the plates have you not ? I think that gives you a little breathing spell.

MR. REAUME: But what about gasoline tax?

MR. DUNBAR: I understand that, but what would it cost to enforce that law? It is impossible to do so. If you allowed all the vehicles in a city like Toronto to use tax-exempt gasoline and the people driving them to say they would not use that gas in their own cars, I do not know how it could be enforced. I have often thought along the same lines as my hon. friend (Mr. Reaume), but I have had to stop and think how we would enforce it. You know how it operated in the case of the farmers, using coloured gas. We had to change that because somebody got wise

and found how to take the colour out.

AN HON. MEMBER: Gas or margarine?

MR. DUNBAR: I know in Ottawa we went into the gas business ourselves for a few years. We had a few tanks out in the yard, but we were not long in having them taken down because we found there were people not on city business getting gas out of those pumps. I just mention that little experience as an example.

MR. REAUME: We keep track, and I suppose other people do too, of every gallon of gasoline that is burned in all the cars we operate. I do not think it is a hard problem at all to ascertain, with the proper system, how many thousand gallons of gasoline are used every year.

MR. FROST (Prime Minister): May I point out, Mr. Chairman, that is one of the reasons we started paying subsidies to municipalities a year or two ago. I do not know how much Windsor got last year, but I imagine it would amount to probably \$100,000 or something of the sort.

MR. DUNBAR: More.

MR. FROST (Prime Minister): Prior to this enlightened government coming into power, the municipalities got nothing. We felt the municipalities had a just claim and the City of Windsor got \$100,000 last year, and my hon. friend, the member for St. Andrew (Mr. Salsberg), said Toronto got \$6,000,000 last year. In all, it adds up to \$30,000,000, so I think we

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Figure 1. The effect of the concentration of the *Agrobacterium* suspension on the transformation efficiency of *Agrobacterium* strains.

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U.S. DEPARTMENT OF JUSTICE, OFFICE OF ATTORNEY GENERAL, WASHINGTON, D.C. 20530

have made a pretty fair settlement of that particular complaint. . We thought' it was a just complaint on the part of the municipalities and that is why we started paying them.

As my hon. friend (Mr. Reaume) knows, since he is the mayor of Windsor, it is only, I suppose a couple of years ago -- 1947, I believe -- that city received no grants at all in this connection, whereas now it receives the grants mentioned, which was done in recognition of some just claims the municipalities had.

MR. REAUME: I agree. I have seen governments come and go, the "Tories" were here for a while and we got nothing, then the others came and we still got nothing. Now we are getting about the equivalent of that, because what you are actually doing, Sir, is handing out grants with one hand and taking them away with the other.

I think honestly we can work out some kind of plan whereby there will be nobody burning gasoline in the wrong cars. If the proper officials of the Government would agree that we could meet with them, as a committee of mayors, I will be very happy indeed.

And the mayors of Toronto, Hamilton, Ottawa, London, and of course, Windsor will be happy to be called upon for the purpose of offering a plan whereby we feel we could work out some kind of deal that would be helpful to us.

AN HON. MEMBER: How about Niagara Falls?

MR. REAUME: Niagara Falls, alright. But here is what is happening, Sir; in all of the various places --

AN HON. MEMBER: Does that mean Sarnia does not want to?

MR. REAUME: Sarnia, if it wants to, I do not care. Everyone knows the tax rate is constantly rising in all the places and we have only one source of taxation, and that is on real property. We must always bear in mind that in our system of things the province is supposed to be the "foster parent" of all of us. It is a bad thing when the foster parent is handing the children money with one hand and taking it away with the other. We have got to appeal to you, because you are the people who control the affairs of the communities, and if we cannot appeal to you, then whom are we going to ask for help?

AN HON. MEMBER: The Dominion Government.

MR. REAUME: Pardon?

AN HON. MEMBER: Ottawa.

MR. REAUME: That is the old game again. Every time we ask you for something, you say: "Go to Ottawa".

MR. DUNBAR: No, no. The hon. member meant the Ottawa Mayors' and Reeves' Convention at Ottawa this summer.

MR. REAUME: I am sorry, I cannot hear you, sir.

MR. DUNBAR: The Mayors' and Reeves' Convention, this summer, at Ottawa.

MR. REAUME: I will be there I am sure.

MR. DUNBAR: That will be the place.

MR. REAUME: But I am wondering if you would agree to have a committee of mayors meet with you in order that we might iron out this very important problem? Would you agree to that?

MR. DUNBAR: Absolutely.

MR. REAUME: That is fine, thank you.

Vote No. 92 agreed to.

On Vote No. 93:

MR. W. L. HOUCK (Niagara Falls): Mr. Chairman, I realize this is a statutory item but I would like an explanation. Under Registration Plates and Supplies, the estimate in 1951 was \$135,000, the 1952 estimate was \$170,000 -- and in only a few cases were plates issued, I think. We just got the ordinary sticker. The present estimate is \$230,000. Does that mean you are going to return to license plates again?

MR. DUNBAR: There were no plates, of course, we just had them for commercial vehicles.

MR. HOUCK: Yes, I said: "In a few cases".

MR. DUNBAR: This year we have stickers for passenger vehicles and plates for commercial vehicles.

MR. HOUCK: I know that, but you have estimated \$230,000 for this coming year.

MR. DUNBAR: Yes, because we are going back to the plates. I might announce, too, that we are going to have the crown on the plates and also the Ontario crest at one side or the other. We are going to have it well decorated.

MR. HOUCK: What will the colour be, do you know?

MR. DUNBAR: Oh, now,

MR. W. J. STEWART (Parkdale): My hearty congratulations and endorsement to putting the crown back on the plate.

Mr. Chairman, an impression may have been left before this House this afternoon, that hon. members representing Toronto ridings are under some restraint and restriction about expressing their views in this House, I understand a remark was made that "we could talk in caucus." I would like to say to all who hear my voice that I have never at any time had any restriction placed upon what I say or when I say it. On the contrary, I have been invited by the hon. Prime Minister (Mr. Frost) to express my views fully at any time and place and under any circumstances.

(Take "K" follows.)

Secondly, I would like hon. members from other parts of this province, to know that when I was Mayor of this city it was my constant endeavour to carry out the wishes of the people I represented and to tell the people: "This city is not the only one in the province. We realize that we are only a part of this great province and our success depends upon the success of every other part of the province."

Mr. Chairman, Toronto does not expect the solution of all her problems at one stroke of the pen. I am confident that all the province will be dealt with in proper sequence and I am very hopeful that with the Select Committee appointed by the hon. Prime Minister (Mr. Frost) it will all be dealt with.

I would not be expressing the feelings of the people if I did not rise in my place and say to the hon. Prime Minister and the hon. Acting Minister of Highways that we are grateful for the announcement he made this afternoon. We are grateful for the subsidies, we are grateful for the grants, we are grateful for everything, and when the Province assumes the whole cost then the ratepayers do not have to pay a share of the capital expenditure. I would like to ask the hon. Acting Minister of Highways, would he care to give any consideration to a suggestion I made some days ago about the advisability of permissive

legislation in our municipalities to regulate the speed in school areas on the days that schools are in operation, and also on Sunday mornings at church hours. Motor cars race past churches and aged people have difficulty getting across the street.

MR. DUNBAR: We shall take the matter under advisement.

MR. COLLING: Mr. Chairman, in connection with No. 93, the hon. Acting Minister (Mr. Dunbar), made a remark about the new licence plate. I would like to say something about the 1952 sticker. I have a three and a half year old boy and he just does not seem to want to abide by the law, like so many other children of that age, and he tears the sticker off my car.

I, like a lot of other citizens, would like the hon. Acting Minister of Highways to give consideration to this idea. People living in various parts of the province cannot be running to the Minister of Highways or to Ontario centres to get a new sticker to put on their car, and I would like the hon. Minister to consider this idea. A driver is issued with driver's permit, and with a chauffeur's licence; he takes the certificate, puts it in his pocket and "that is that". If he is stopped by the police, he simply produces the ticket and everything is all right.

I am commending the Government on the idea of saving steel and not issuing new licence plates. It is excellent, but just so we can get together on an easier method, an easier way of handling this sticker situation, would it be permissible to keep the sticker in the glove compartment of the car or have it in your pocket, so that if you were stopped by an officer of the law you could produce the sticker and say: "I bought and paid for my new 1952 licence."

It was in the paper just a few days ago -- I imagine in connection with the Toronto area -- that a lot of people have been summonsed for not getting a new licence. That has been taken care of. Everybody after March 20th was supposed to have a new 1952 licence, so we can assume that everybody has or they have been fined. Could we give consideration to the idea that if a man has a sticker and it is not stuck on the windshield, but it has been torn off or removed inadvertently, could he carry it around on his person and be prepared to produce it in the event that he should be stopped? I think, Mr. Chairman and Mr. Acting Minister, it would help to relieve a lot of confusion in the minds of citizens. They are quite disturbed when these stickers are not there, and they want advice as to how to act. Possibly the hon. Acting Minister (Mr. Dunbar) would like to comment on that.

MR. DUNBAR: I mentioned the tape. I had some little experience myself. I do not know about the Scotch tape, but I took a little of the ordinary tape and rubbed some Scotch on it, put it on the windshield, and it seemed to work all right. No complaint about it at all. It only costs \$1 to get another sticker. The Act says that you have to have the sticker displayed.

On Vote 93:

MR. W. J. GRUMMETT (Cochrane South): I realize that I am again asking a question on statutory matters, but I would like some information on "highway safety publications, \$175,000." I wonder if the hon. Minister would tell us just what that covers.

MR. DUNBAR: That is safety publicity. It states here: "There is an ever-increasing need to advertise highway safety." That is the explanation that is given here; that is for highway publicity.

MR. NIXON: Under what statute does it become statutory?

MR. FROST (Prime Minister): I think that is the strange interpretation that is put on the Highway Improvement Act. I must admit that it seems to me it is an ordinary item, but nevertheless it is the interpretation that the Auditor places on the Highway Improvement Act, the old statute of 1930.

MR. GRUMETT: It is \$75,000 over last year. That is what I was asking about.

MR. FROST (Prime Minister): I think it is a step-up campaign and it is showing results. You hear it over the radio.

MR. DUNBAR: There was \$140,000 spent last year and we have \$175,000 this year.

VOTES 92 and 93 agreed to.

On Vote 94:

MR. T. D. THOMAS (Ontario): Would the hon. Minister care to comment about the unsatisfied judgments' fund, as to how it stood at the end of last year?

MR. FROST (Prime Minister): I believe I can answer that because we had a number of dealings in that matter. The unsatisfied judgments' fund was started and I think in the first two years there were no assessments made at all. It ran along at 50 cents per licence, and for the first two years we had a surplus. Since that time, with more claims under the unsatisfied judgments' fund, it has been running behind and at the end of this year it was somewhat short. This year we looked at the matter from the standpoint of increasing it to 75 cents or to the statutory \$1, but after consideration we thought perhaps we had better let it stand for another year, and see what the experience was. It would appear that during this year at the

50-cent rate we will run behind. On the other hand, we might not, but if we run behind again it will mean increasing the amount to the \$1, which was contemplated in the first place.

I may say that when this Act was introduced a number of years ago it was contemplated assessing \$1 each year. We have been able, as I say, for a period of a year or two to make no extra assessment, and the payment has remained at 50 cents. . The fund is a little behind; I forget the amount. My recollection is it was \$100,000 or \$150,000 behind at the end of the year, and there is the probability that it is going to be still further behind, if the trend continues. On the other hand, it might not; it might straighten itself out, and we might be able to keep it at the 50-cent rate.

Vote 94 agreed to.

MR. DUNBAR: That was very nice indeed. Thank you, gentlemen.

HON. L. M. FROST (Prime Minister): I move that the Committee rise and report certain resolutions.

Motion agreed to.

---The House resumes, Mr. Patrick in the Chair.

MR. A. W. DOWNER (Dufferin-Simcoe): Mr. Speaker, the Committee of Supply begs to report it

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1. *Chlorophyll a* (Chl a) and *Chlorophyll b* (Chl b) are the two main photosynthetic pigments in green plants. They are responsible for capturing light energy and converting it into chemical energy through the process of photosynthesis. Chl a is the primary pigment, while Chl b acts as an accessory pigment, transferring energy to Chl a.

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

Journal of Management Studies, 1986, 23(1), 7-10.

1. The first group of respondents (10%) was composed of 100% females, with an average age of 34.5 years. They were all employed in the same organization, and had been working there for an average of 12.5 years. They were all employed in the same department, and had been working there for an average of 12.5 years. They were all employed in the same department, and had been working there for an average of 12.5 years.

1. The first group of people who are not in the labor force are those who are not in the labor force for any reason. This group includes people who are not in the labor force because they are not in the labor force for any reason.

[illegible]

has come to certain resolutions, asks leave to sit again and moves adoption of the report.

Motion agreed to.

---Mr. Downer in the Chair.

BLIND PERSONS ALLOWANCES ACT, 1951

HON. L. M. FROST (Prime Minister), in the absence of Mr. Goodfellow, moves second reading of Bill No. 113, An Act to amend the Blind Persons Allowances Act, 1951."

He said: This Bill is a routine Bill and I would like to advance it if I can. If there is any discussion on it, it can be considered when the Bill is in committee.

Motion agreed to: second reading of the Bill.

MENTAL HOSPITALS ACT

HON. L. M. FROST (Prime Minister), in the absence of Mr. Phillips, moves second reading of Bill No. 115, "An Act to amend the Mental Hospitals Act."

He said: Mr. Speaker, on the same conditions in the absence of the hon. Minister of Health (Mr. Phillips), I would like to see this Bill advanced.

Motion agreed to; second reading of the Bill.

There are two main types of error which can occur in the analysis of variance.

The first type is called Type I error, or alpha error, and it occurs when we reject the null hypothesis when it is actually true. The probability of committing a Type I error is denoted by the Greek letter alpha (α).

The second type is called Type II error, or beta error, and it occurs when we fail to reject the null hypothesis when it is actually false. The probability of committing a Type II error is denoted by the Greek letter beta (β).

The power of a test is defined as the probability of correctly rejecting the null hypothesis when it is false. It is equal to one minus the probability of committing a Type II error ($1 - \beta$).

In summary, the analysis of variance is a powerful tool for comparing groups and testing hypotheses. However, it is important to understand the limitations of the test and the potential for errors. By carefully interpreting the results and being aware of the risks of Type I and Type II errors, researchers can make more informed decisions about their data.

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1980

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1. The first group of people who are interested in the results of the study are the researchers themselves. They want to know if the study was successful in achieving its objectives and if the results are consistent with their expectations.

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1. *Chlorophyll a* and *Chlorophyll b* were determined by the method of Lichtenthaler and Whistler (1973).

1. *Journal of the American Medical Association*, 1997; 277: 1033-1037.

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

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PUBLIC HOSPITALS ACT

HON. L. M. FROST (Prime Minister), in the absence of Mr. Phillips, moves second reading of Bill No. 116, 'An Act to amend the Public Hospitals Act.

Motion agreed to: second reading of the Bill.

(Take "I" follows)

PUBLIC TRUSTEE ACT

CLERK OF THE HOUSE: Fifty-first order;
second reading of Bill No. 128, "An Act to amend
the Public Trustee Act". Mr. Porter.

HON. DANA PORTER (Attorney General), moves
second reading of Bill No. 128.

Motion agreed to; second reading of the Bill.

THE MORTGAGES ACT

CLERK OF THE HOUSE: Fifty-second order;
second reading of Bill No. 130, "An Act to amend
the Mortgages Act". Mr. Porter.

HON. DANA PORTER (Attorney General), moves
second reading of Bill No. 130.

Motion agreed to; second reading of the Bill.

THE PARTITION ACT

CLERK OF THE HOUSE: Fifty-third order;
second reading of Bill No. 131, "An Act to amend the
Partition Act". Mr. Porter.

HON. DANA PORTER (Attorney General), moves
second reading of Bill No. 131.

Motion agreed to; second reading of the Bill.

THE CONVEYANCING AND LAW OF PROPERTY ACT

CLERK OF THE HOUSE: Fifty-fourth order;
second reading of Bill No. 132, "An Act to amend
the Conveyancing and Law of Property Act". Mr. Porter.

HON. DANA PORTER (Attorney General), moves

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second reading of Bill No. 132.

Motion agreed to; second reading of the Bill.

THE VENDORS AND PURCHASERS ACT

CLERK OF THE HOUSE: Fifty-sixth order; second reading of Bill No. 133, "An Act to amend the Vendors and Purchasers Act". Mr. Porter.

HON. DANA PORTER (Attorney General), moves second reading of Bill No. 133.

Motion agreed to; second reading of the Bill.

HON. L. M. FROST (Prime Minister): Mr. Speaker, I move you do now leave the Chair and the House resolve itself into Committee of the Whole.

Motion agreed to.

The House in Committee of the Whole, Mr. Patrick in the Chair.

ADMINISTRATION OF JUSTICE EXPENSES ACT

CLERK OF THE HOUSE: Second order, House in Committee on Bill No. 38, "An Act to amend the Administration of Justice Expenses Act." Mr. Porter.

Sections 1 to 3 inclusive agreed to.

Bill No. 38 reported.

CUSTODY OF DOCUMENTS ACT

CLERK OF THE HOUSE: Third order, House in Committee on Bill No. 39, "An Act to amend the Custody of Documents Act". Mr. Porter.

Sections 1 to 4 inclusive agreed to.

Bill No. 39 reported.

EVIDENCE ACT

CLERK OF THE HOUSE: Fourth order, House in Committee on Bill No. 41, "An Act to amend the Evidence Act", Mr. Porter.

Sections 1 to 4 inclusive agreed to.

Bill No. 41 reported.

MAGISTRATES ACT

CLERK OF THE HOUSE: Fifth order, House in Committee on Bill No. 44, "The Magistrates Act, 1952." Mr. Porter.

Sections 1 to 24 inclusive agreed to.

Bill No. 44 reported.

LAND TITLES ACT

CLERK OF THE HOUSE: Sixth order, House in Committee on Bill No. 50, "An Act to amend the Land Titles Act." Mr. Porter.

Sections 1 to 6 agreed to.

Bill No. 50 reported.

DEPENDENT RELIEF ACT

CLERK OF THE HOUSE: Seventh order, House in Committee on Bill No. 52, "An Act to amend the Dependent Relief Act". Mr. Porter.

Sections 1 to 3 inclusive agreed to.

Bill No. 52 reported.

HON. L. M. FROST (Prime Minister): Mr. Chairman, I move the Committee do now rise and report certain Bills without amendment.

Motion agreed to.

The House resumes, Mr. Patrick in the Chair.

MR. A. W. DOWNER (Dufferin-Simcoe):

Mr. Speaker, the Committee of the Whole House begs leave to report certain Bills without amendment and moves their adoption.

Motion agreed to.

HON. L. M. FROST (Prime Minister): Mr. Speaker, in moving the adjournment of the House, I would remind hon. members that we passed a motion here earlier in the day, providing for convening at 2:00 o'clock to-morrow afternoon. We will cover the Municipal Affairs estimates and two Bills relating to taxes, provision for taxes on Crown properties, and also the Bill introduced yesterday, Bill No. 129, "The Motor Vehicles Act". There has been some comment in the Press on this Bill, which was hardly accurate but we will make it accurate to-morrow. If there is time after that, we will go into Committee work and we will try to get in one contribution to the Budget Debate.

Mr. Speaker, I move the adjournment of the

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House.

Motion agreed to.

The House adjourned at 6.05 of the clock p.m.

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First Session
of the
Twenty-Fourth Legislature
of the
Province of Ontario

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Toronto, Ontario, February 21, 1952, et seq.

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Volume XXXI

Thursday April 3, 1952.

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HON. (Rev.) M. C. DAVIES, - Speaker.

T H I R T Y - F I R S T D A Y

P R O C E E D I N G S

of the

FIRST SESSION OF THE TWENTY-FOURTH LEGISLATURE, HELD
IN THE PARLIAMENT BUILDINGS, TORONTO, ONTARIO, ON
THURSDAY, FEBRUARY 21st, 1952, et seq.

Hon. (Rev.) M. C. Davies, Speaker.

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Toronto, Ontario,
Thursday, April 3, 1952.

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The House having met. 2 o'clock p.m.

Mr. Downer in the Chair.

Prayers.

MR. SPEAKER: Presenting petitions.

Reading and receiving petitions.

Presenting reports by Committees.

MR. T. L. PATRICK (Middlesex North) Mr. Speaker, I beg leave to present the Second Report of the Standing Committee on Agriculture and Colonization, and move its adoption.

THE CLERK-ASSISTANT: Mr. Patrick of the Standing Committee on Agriculture and Colonization, presents its Second Report as follows:

Your Committee on Agriculture and Colonization begs leave to present the following as its Second Report:

Your Committee begs to report the following Bills without amendment:

Bill No. 55, An Act to amend The Agricultural
College Act

Bill No. 100, An Act to amend The Milk Control Act

Bill No. 120, An Act to amend The Dairy Products Act

Your Committee begs to report the following Bill with certain amendments:

Bill No. 119, An Act to amend The Milk and Cream Act.

All of which is respectfully submitted.

(Signed) Tom L. Patrick,

Chairman.

Motion agreed to.

MR. R. M. MYERS (Waterloo South): Mr. Speaker, I beg leave to present the Report of the Standing Committee on Lands and Forests and move its adoption.

THE CLERK-ASSISTANT: Mr. Myers of the Standing Committee on Lands and Forests presents its Report as follows:

Your Committee on Lands and Forests beg leave to present the following as The Committee's Report:

Your Committee begs to report the following Bill with certain amendments:

Bill No. 56, The Crown Timber Act, 1952.

All of which is respectfully submitted.

(Signed) R. M. Myers,
Chairman.

Motion agreed to.

MR. G. C. WARDROPE (Port Arthur): Mr. Speaker, I beg leave to present the Report of the Standing Committee on Printing and move its adoption.

THE CLERK-ASSISTANT: Mr. Wardrope of the Standing Committee on Printing presents its Report as follows:

The Standing Committee on Printing begs leave to present the following as its report:

Your Committee recommends that the supplies allowance per Member for the current Session of the Assembly be fixed at the sum of \$25.00 and that, to meet the convenience of the Members, a cheque for that amount be issued to each Member of the Assembly in order that he may make the desired purchases in his own constituency.

Also that an allowance be authorized and a cheque issued to each of the full-time daily newspaper representatives covering the present Session of the Legislative Assembly, as nominated by the Press Gallery and approved by Mr. Speaker.

Your Committee recommends that copies of the Canadian Parliamentary Guide, The Canadian Almanac, The Canada Year Book and the Massey Report on Arts and Sciences be purchased for distribution to the Members of the Assembly and

also that each Member be given a year's subscription to the Labour Gazette.

Your Committee recommends that Departmental Reports and Sessional Papers be printed in the following numbers:

Public Accounts	2,150
Estimates	1,150
Elections	3,150
Lands and Forests (including Game & Fisheries Report)	1,650
Mines	150
Legal Offices	550
Superintendent of Insurance:	
Abstract	600
Detailed	750
Registrar of Loan Corporations:	
Abstract	300
Detailed	550
Public Works	225
Highways	500
Labour	1,250
Education	1,150
University of Toronto	225
Births, Marriages and Deaths	150
Reform Institutions	840
Ontario Training Schools	940
Public Welfare	650
Liquor Control Board	900
Department of Agriculture (Minister)	2,150
Department of Agriculture (Statistics)	3,150

Ontario Northland Transportation Commission	162
Ontario Municipal Board	650
Hydro-Electric Power Commission	150
Provincial Auditor	500
Workmen's Compensation Board	1,150
Ontario Agricultural College and Experimental Farm	3,150
Ontario Veterinary College	2,550
Provincial Police	650
Niagara Parks Commission	350
Fire Marshal	1,350
Civil Service Commissioner	350

All of which is respectfully submitted.

(Signed) G. C. Wardrope,
Chairman.

Motion agreed to.

MR. W. G. BEECH (York South): Mr. Speaker, I beg leave to present the First Report of the Standing Committee on Municipal Law and move its adoption.

THE CLERK-ASSISTANT: Mr. Beech of the Standing Committee on Municipal Law presents its First Report as follows:

Your Standing Committee on Municipal Law begs leave to present the following as its First Report:

Your Committee begs to report the following Bills with certain amendments:

Bill No. 92 - An Act to amend The Municipal Act.

Bill No. 103 - An Act to amend The Assessment Act.

All of which is respectfully submitted.

(Signed) W. G. Beech,

Chairman.

Motion agreed to.

MR. SPEAKER: Motions.

Introduction of Bills.

PROVINCIAL LOANS ACT

HON. L. M. FROST (Prime Minister) moves first reading of a Bill intituled, "An Act to amend the Provincial Loans Act."

He said: Mr. Speaker, this is adding to our Act a provision similar to Section 17 of the Finance Administration Act passed at Ottawa last December. The purpose is to give us certain powers in connection with our own securities, which seems desirable at this time. I shall give a more complete explanation on second reading.

Motion agreed to: first reading of the Bill.

RAISING CREDIT ON CONSOLIDATED REVENUE
FUND

HON. L. M. FROST (Prime Minister) moves first reading of a Bill intituled, "An Act to authorize the raising of money on the credit of the Consolidated Revenue Fund."

He said: Mr. Speaker, this Bill authorizes the Lieutenant-Governor in Council to borrow up to \$100 million on the credit of the Province. This is a Bill similar to Bills

introduced every Session in connection with borrowing. I hope it will not be necessary to borrow that much but it is well to be prepared.

MR. F. R. OLIVER (Leader of the Opposition):
Is the amount the same?

MR. FROST (Prime Minister): I am not sure that it is. I think the amount was \$100 million last year.

Motion agreed to: first reading of the Bill.

THE COMPANIES ACT

HON. G. A. WELSH (Provincial Secretary)
moves first reading of a Bill intituled, "An Act to amend The Companies Act."

He said: Mr. Speaker, at a conference held last summer there were some commitments made on behalf of the Province of Ontario to bring our Act in line with the Federal and other jurisdictions. There are three sections to this Bill. They will all be incorporated in the Bill which is before the Committee of the House at the present time for discussion, but in the meantime for the operation of the Act this year it was felt that we should conform to the Federal provisions and those of the other jurisdictions.

Motion agreed to: first reading of the Bill.

MR. SPEAKER: Introduction of Bills.

Before the Orders of the Day I would like to welcome to the Chamber this afternoon the pupils

of Cherrywood School, Pickering, South Ontario; the children from the Dunnville School and the Hagersville High School, from the constituency of Haldimand-Norfolk, and the girls from the Fonthill Women's Institute, from the riding of Welland.

Orders of the Day.

ADMINISTRATION OF JUSTICE EXPENSES

CLERK OF THE HOUSE: Order No. 1, third reading of Bill No. 38, "An Act to amend the Administration of Justice Expenses Act."

Motion agreed to: third reading of the Bill

MR. SPEAKER: Resolved that the Bill do now pass and be intituled as in the motion.

THE CUSTODY OF DOCUMENTS ACT

CLERK OF THE HOUSE: Second Order, third reading of Bill No. 39, "An Act to amend The Custody of Documents Act.

HON. D. PORTER (Attorney General) moves third reading of Bill No. 39, "An Act to amend The Custody of Documents Act."

Motion agreed to: third reading of the Bill.

MR. SPEAKER: Resolved that the Bill do now pass and be intituled as in the motion.

THE EVIDENCE ACT

CLERK OF THE HOUSE: Third Order, third reading of Bill No. 41, "An Act to amend The Evidence Act."

HON. D. PORTER (Attorney General) moves third reading of Bill No. 41, "An Act to amend The Evidence Act."

Motion agreed to: third reading of the Bill.

MR. SPEAKER: Resolved that the Bill do now pass and be intituled as in the motion.

THE MAGISTRATES ACT, 1952

CLERK OF THE HOUSE: Fourth Order, third reading of Bill No. 44, "An Act to amend The Magistrates Act, 1952."

HON. D. PORTER (Attorney General) moves third reading of Bill No. 44, "An Act to amend The Magistrates Act, 1952."

Motion agreed to: third reading of the Bill.

MR. SPEAKER: Resolved that the Bill do now pass and be intituled as in the motion.

THE LAND TITLES ACT

CLERK OF THE HOUSE: Fifth Order, third reading of Bill No. 40, "An Act to amend the Land Titles Act."

HON. D. PORTER (Attorney General) moves third reading of Bill No. 50, "An Act to amend the Land Titles Act."

Motion agreed to: third reading of the Bill.

MR. SPEAKER: Resolved that the Bill do now pass and be intituled as in the motion.

10. The first part of the paper is devoted to the

study of the properties of the function $f(x)$ defined by

$$f(x) = \sum_{n=0}^{\infty} \frac{a_n}{n!} x^n$$

where a_n are the coefficients of the power series

$$\sum_{n=0}^{\infty} \frac{a_n}{n!} x^n = \exp(x) + \exp(-x)$$

and x is a real number. It is shown that

$$f(x) = 2 \cosh(x)$$

and that the function $f(x)$ is even.

The second part of the paper is devoted to the

$$study of the function $g(x) = \sum_{n=0}^{\infty} \frac{b_n}{n!} x^n$$$

where b_n are the coefficients of the power series

$$g(x) =$$

and x is a real number. It is shown that

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and that the function $g(x)$ is odd.

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The third part of the paper is devoted to the

study of the function $h(x) = \sum_{n=0}^{\infty} \frac{c_n}{n!} x^n$

where

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THE DEPENDANTS' RELIEF ACT

CLERK OF THE HOUSE: 6th Order, third reading of Bill No.52, "An Act to amend The Dependants' Relief Act".

HON. DANA PORTER (Attorney-General) moves third reading of Bill No.52, "An Act to amend The Dependants' Relief Act".

Motion agreed to; third reading of the Bill.

MR. SPEAKER: Resolved that the Bill do now pass and be intituled as in the motion.

HON. L. M. FROST (Prime Minister): Mr. Speaker, I move you do now leave the Chair and the House resolve itself into the Committee of Supply.

Motion agreed to.

The House in Committee of Supply,
Mr. Downer in the Chair.

BUDGET DEBATE

CLERK OF THE HOUSE: 7th Order, resuming the adjourned debate on the amendment to the motion that Mr. Speaker do now leave the Chair and that the House resolve itself into Committee of Supply.

(Page A-11 follows)

MR. D. H. MORROW (Carleton): Mr. Chairman, as this is the first occasion on which I have participated in a debate in this Session and since many of the other hon. members have described their constituencies in detail -- may I add with considerable eloquence and pride -- I trust that you will bear with me for a moment while I say a few words, particularly for the benefit of the new hon. members, about Carleton, that historic old riding of Eastern Ontario or of Lower Canada, as my hon. friend from North York (Mr. Mackenzie) prefers to call it, and which I have the privilege to represent in this House.

There is not any doubt, Mr. Chairman, particularly in my mind, but that Carleton is one of the better constituencies of this grand old province, and most certainly is one that has ever been faithful in returning members of the Party of progress.

Carleton, Mr. Chairman, cannot boast of any rich gold or iron mines which the hon. Minister of Mines (Mr. Gemmell) mentioned yesterday in the House nor of any great natural phenomena which our genial hon. member for Niagara Falls (Mr. Houck) has in his riding, and which we saw a little over a week ago, but we do have many valuable assets.

Carleton is located in an agricultural area of the Ottawa Valley blessed with rich soil and which to my knowledge has never seen a complete crop failure in the entire area. No matter how severe a drought season, how excessive the rain or

heat damage, a complete loss of crops has been an unknown factor, all of which is most important when agriculture is considered the backbone of this whole district.

We have two of the great rivers of the Province, the Ottawa and the Rideau, winding peacefully between their verdant banks and thence through the National Capital. These rivers are both of commercial and historic importance, the former dating back to the days of Champlain, and the latter to the days of Colonel By. These rivers today possess great value as transportation arteries for the lumber industry and light pleasure craft, and have mostly become sites for summer homes for the city dweller and offer excellent recreational facilities with a picturesque location as well as enhancing the beauty of the City of Ottawa.

(Take "B" follows.)

We have on the Upper Ottawa, in the Township of Fitzroy, one of the units of the Provincial Hydro-Electric Power System, known as Chats Falls, and on the Rideau River in the Township of Marlborough, one of our Provincial Reform Institutions, the Rideau Industrial Farm. We are very proud of both of these modern and well-administered projects.

We have in our riding the Central Experimental Farm, the Royal Ottawa Sanitorium, and last but not least, the Village of Richmond, the birthplace and boyhood home of our genial and hon. Minister of Municipal Affairs. Politicians and party minded people remember Richmond as the site of many a hectic nomination day over nearly a century.

For the interest of the hon. members, Mr. Chairman, I might say that the Village of Richmond was a thriving centre inhabited by ex-military settlers of Irish descent for several years before there was even a house on the present site of the City of Ottawa and the hon. Minister of Municipal Affairs will bear me out on this part, it has been often said that if the Duke of Richmond, the military governor of the settlement at the time, hadn't been bitten by a pet fox and died from the dreaded disease of rabies, perhaps Richmond might easily have been the place of our national law-makers of today.

I remember, Mr. Chairman, when Carleton for the most part was a rural riding, and that was only

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fifteen years ago, but today, due to the rapid growth of the City of Ottawa, south and westward, it has become three-quarters urban to one-quarter rural in population. Besides the farmer, we have the civil servant, the business and professional people, the tradesmen, and the industrial workers in several light suburban industries. All in all, we are a truly representative group, working harmoniously together for the good of all, regardless of race, religion or social position in life.

The City of Ottawa and surrounding counties of eastern Ontario need light industry to provide goods required by upwards of a half-million persons, and to join in the development of our national capital. We need factories to provide employment for our people, and opportunities for our youth who are acquiring the skill and knowledge of our various educational institutions, to prepare them for their vocations.

This district, lying midway between the two great consumer markets of Toronto and Montreal, possesses excellent opportunities for many and varied industries. It possesses unsurpassed railway connections; excellent air-line transportation; highways which radiate in every direction and over which public-carrier trucks provide over-night service to both inter-provincial and international cities and towns. These

factors along with a good supply of industrial labour and electricity at average rates, makes the Ottawa district an attractive place for industry to settle.

In concluding this point, I would like to take this opportunity of publicly commending the members of the various Boards of Trade of eastern Ontario, particularly those located in Ottawa, and those functioning in the central and upper Ottawa valleys, for their constructive work in endeavouring to bring more industry to this part of the province.

As a member of a constituency representing an extensive rural area, I would like to say a word about agriculture. Mr. Chairman, although I am not a practising farmer, I would like to inform the hon. members that I was born and raised on the farm and I still get a little work-out on the homestead for a few weeks each summer.

The farmers of my riding, for the most part, are engaged in mixed farming. They have fertile farms, stocked with excellent herds of dairy and beef cattle. They can be divided into three classes: The whole milk producer who ships his milk to one of the dairies in the city of Ottawa; the farmer who takes his milk to the local cheese factory, and the farmer who has no dairy cattle, but who buys and sells beef cattle, using in that way the feed he grows on his farm.

There is very little that one can say at this time about these various types of farming, which would encourage optimism. With the exception of the whole milk producer, who has a good quota with the dairy, the dairy and beef farmers of this province have a gloomy outlook. With farm production costs such as labour, feed and equipment at a very high peak; with no overseas contracts for their cheese, and the great cattle market of the United States closed; with an unstable and for the most part an unsatisfactory farm labour condition prevailing, the farmer today has every reason to exhibit signs of discouragement. He is presently placed in a very adverse position, which not only will affect our great primary industry, but will, unless things change for the better, affect the welfare of every Canadian.

Most people, Mr. Chairman, are at a loss to offer any concrete suggestions toward solving this problem.

I was going to urge the Minister of Agriculture to use his good offices and meet with the Federal Department of Agriculture officials to discuss this pressing problem, but upon enquiry I already find that he has been doing that very thing these past few days. I know that his long and valued experience, coupled with his good common sense on agricultural

matters, will be of great benefit to Agricultural officials in Ottawa.

Also, I might suggest to this Government that perhaps more assistance along the lines of renewed and greater advertising of dairy farm products would be of help. If we could only educate Canadians to eat at least another pound or two of Cheddar cheese each year, it would take care of a great deal of our surplus cheese in this province.

One of the guiding principles of this Government, for a number of years, has been to present a budget offering generous support to new projects and policies, leading toward improvement in the welfare and betterment of this industry. This budget, in my humble opinion, still follows that sound principle. The provision in the budget for the carrying out of the Junior Farmer Legislation now before the House, should prove an excellent shot in the arm. The assistance to be made available under this Act for assisting young farmers in getting established, will meet a long felt and real need in my county. It will undoubtedly be a deciding factor with many farm boys and parents as to whether or not the boy chooses farming as a vocation. In this way, it will greatly help to solve the farm labour problem existing to-day.

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I am confident, Mr. Chairman, that all the help given in this budget, whether it be in the form of improvement and control of the various aspects of the industry; whether it be in the form of subsidies to improve the production and quality of the farmer's product; whether it be in the form of aid to the rural electrification of our province and the maintenance of our county and township roads; or whether it be in the form of grants or loans to help the various agricultural activities of our farmer organizations; this aid is given in the certain knowledge that a strong, stable and organized rural life is necessary to future growth and welfare of this basic industry.

Before leaving agriculture, Mr. Chairman, I am authorized through you, to extend a very cordial welcome to all the members of the House, and to all their friends, to visit Carleton county this October, on the occasion of the international plowing match and farm machinery demonstration. We are looking forward to this memorable event, which will be held in the vicinity of carp, and which is expected to attract 100,000 visitors.

Carleton county is placing its best foot forward to make this event a success, and is using it as an incentive for the carrying out of an

excellent "Farmstead Improvement Project" over the summer months. We hope to see present on this occasion, as many of the hon.members as possible. The Prime Minister, whether he knows it yet or not, is being invited to open the match, and we are all anxious to demonstrate our hospitality, as well as to show you "How we can plough a straight furrow" in this historic county.

I would like to say a word about highways at this time, Mr. Chairman, and due to the absence of the Minister, I will be very brief. I would simply like to draw to the attention of the Acting Minister and the Department two things, which in my opinion are most urgent and long overdue in my riding. The first is the straightening and improvement of Highway No. 16, commonly known as the Prescott highway, which carries a very heavy traffic, and which has many treacherous and unsafe curves as it approaches the Capital City of Ottawa. This highway is in great need of repair, of widening and an overall straightening job.

The other matter is for the attention of the bridge construction branch of the Department and concerns the traffic hazard on highway No. 17, east of the town of Arnprior, at what is known as the "Mississippi Bridge".

I understand, Mr. Chairman, that it has been the Department's intention for a number of years to construct a new bridge at this point, but due to the lack of cement and steel supplies, it has been postponed. In the meantime, the high accident rate at this narrow bridge has continued at an alarming pace. Last summer, we witnessed the thirty-fifth fatal accident at this point, and I believe this bridge constitutes one of the worst death traps in our entire provincial highways system.

In view of these facts, I would urgently request the Highway Department to look into the possibilities of securing essential materials for this necessary work, and to undertake the construction of a new bridge over the Mississippi at the earliest possible date.

In referring to the Welfare Branch of our Government, I would like to devote my remarks to one particular Branch only, that of the Children's Aid.

There are 53 Children's Aid Societies in the province of Ontario, and they are the child welfare centres of the communities which they serve. They are responsible for the protection of children from neglect, and the care of children placed under their supervision and control. I am aware of the excellent work which is being done for children by

these Societies, and I wish to commend them for it. Furthermore, this Government has been encouraging this work by various grants to the Societies themselves, and, by sharing with the municipalities, the cost of maintaining the children in the care of the Children's Aid Societies. I am sure we will all agree that we cannot stress too greatly the importance of this work on behalf of the children of our province. Anything we do today for children is an investment in the future of our province and the country. We must therefore become vitally concerned about what is being done for the children in the care of Children's Aid Societies, because we want these children to develop into healthy and secure citizens of the future.

It is with this thought in mind about their future, which leads me to express concern over the large number of children in the care of Children's Aid Societies. According to the Annual Report of the Department of Public Welfare, there were 18,355 children in the care of the Children's Aid Societies on March 31st, 1951. Of this number, 9,840 children were stated to be in Pay-Care and 8,515 in Free-Care. I should like to turn our attention particularly to the 9,840 children in Pay-Care, who are receiving care in Children's Aid Shelters, Foster Boarding Homes and Children's Institutions. Expenditures for

maintenance of these children are paid by the municipalities in which the children have residence, and the province reimburses the municipalities to the extent of 25 per cent. of these maintenance costs.

In expressing concern for these children, I should like to state that I am not solely concerned about the expenditures involved, although these are very large. Perhaps more important is my concern for the future of these children. Most of them -- well over 9,000 -- are being maintained in Foster Boarding Homes. While we can assume they are receiving proper and adequate care in terms of housing, food, clothing and medical treatment, I cannot help but feel that in most cases, the children involved cannot have that sense of permanent security which comes from the feeling of actually belonging to a family. I can speak with some knowledge concerning the problems of children in Foster Boarding Homes, for, in my experience as a teacher and school principal, I have come in contact with a number of them.

I fully realize that Foster Boarding Home care is a necessary and most useful form of care for certain groups of children, particularly for those who are temporarily removed from their own homes. Such children are placed in Foster Boarding Homes until neglect conditions in their own homes have been

improved and they can return. But there is no doubt that out of the 9,000 children now in Foster Boarding Homes throughout this province, there would be many who can never return to their own homes; there would be many whose parents are unable or unwilling to assume responsibility for them.

(TAKE "C" FOLLOWS)

It is for these children who have been permanently removed from or denied the care of their own parents, that I speak. Surely in this great Province of ours we have something better than the temporary Foster Boarding Homes to offer these children. Surely, some of them are adoptable and deserve the benefits and security of a permanent adoption home.

I was very happy to learn that our hon. Minister of Public Welfare (Mr. Goodfellow) has been very concerned about the future security of the children in the care of Children's Aid Societies and as a result of his concern, appointed a Committee some time ago to look into the whole problem of adoptions, with the hope that the Committee might be able to recommend ways and means of extending the adoption services of Children's Aid Societies to more children, and in particular, to older children. I understand that the work of this Committee has not yet been completed; but I shall indeed look forward with hopeful anticipation to the Report which they will submit to the Minister. I sincerely trust that the work of the Committee will be of real benefit to the Children's Aid Societies and to the children in their care.

In the meantime, I would strongly urge that the Children's Aid Societies tackle, with renewed vigour and energy, the problem of placing more of their children on adoption. It is a well-known fact that there are hundreds of suitable parents throughout this great Province of ours, who are willing to adopt children.

It is true that many of these prospective adoptive parents make application to adopt infants less than a year old, and, that the Societies must turn some of them down, because not enough infants of that age are available for adoption. But I should like to emphasize the fact that there are many "older" children in the care of Societies who are available for adoption; and when I say "older" children, I am thinking of children 3 to 4 years of age and up. Some of these so-called older but adoptable children have been in foster boarding homes for years, often being shifted from one home to another, with no chance to establish those close relationships with parents and families, which are so important to the development of all children. Is it any wonder that some of these children become problems to themselves and to society at a later date? Surely, some of the prospective adoptive parents whose applications for an infant cannot be filled would be willing to offer the permanent security of their homes, to these so-called "older" adoptable children. Surely, there are many prospective adoptive parents in this Province who would prefer to adopt a child of a little older age.

I am convinced that there is a suitable adoption home available, somewhere, for every adoptable child, now in the care of the Children's Aid Societies, regardless of age. I am convinced that if workers in Children's Aid Societies, will make special efforts to locate these adoption homes, they can be found.

Indeed, when municipalities at this time

are asking for relief from the burden of social welfare expenditures, and are presently paying for the maintenance of adoptable children in foster boarding homes, I would feel that special and concentrated efforts should be undertaken by Societies towards placing as many of these children on adoption as possible. And, aside from the financial implications in this problem, I would again emphasize my concern for the future security of these children. Foster boarding home care, at its very best, must be regarded as a temporary expedient for adoptable children. It can never give to children that security which is theirs, when they are placed in a permanent adoption home and can look upon those homes and parents as being their very own.

In conclusion on this point, Mr. Chairman, let us have a new outlook in the care and placement of these children who have so much to offer this great Province in the years to come. Let us have a more accelerated programme of adoption for these adoptable children.

Lastly, Mr. Chairman, I would like to say a few words about education and the teaching profession.

The large amount of money shown in this year's budget for educational purposes, points up the fact that we all have a big stake in our education. Too often, education is thought of as something between teachers and school trustees on the one hand, and parents and their children on the other. Nothing could be more erroneous. Since education is a charge on the entire community and the entire Province, it is every person's responsibility to see that the educational programme is administered wisely

and economically. Industry, labour, commerce, agriculture, the home, the church, and the Government, all have a vital and continuous relationship with education.

Education, Mr. Chairman, neither begins nor ends with the school. It is a continuing process; therefore, the local school authorities should keep closely in mind, the needs of the farm, the professions, of industry and of commerce, in order that education makes it possible for all people to play their part as citizens, in all aspects of community life. The work of our schools does not stop with the boys and girls, but follows them into the community, enriching every home and benefiting all.

The children are our most valuable assets and therefore, everyone must seek for them the best possible opportunity to develop into good citizens, who can lead useful lives. Communities are learning that every dollar spent on the education of the child to-day, increases the earning capacity of the man or woman of to-morrow. The security and hope of the future lies in their intelligent training.

Schools should not only give our boys and girls academic knowledge and technical skills, but also help to mould their character, attitudes and habits. Our young people need heads that can think wisely and hearts that can feel warmly. Our children must translate ideals and moral standards into real living habits and every-day practices.

During the regime of the present Government,

of the Province, Mr. Chairman, sweeping advances and changes in our educational system have taken place. They have resulted in far-reaching benefits to our whole system. Our progress and growth is best illustrated by a comparison of the total school grants budgeted for in 1943 - some eight million dollars, to that of to-day, approximately fifty-five millions, a sum more than six and one-half times as great.

Now what have these tremendous increases in grants done for the municipalities of the Province? They have enabled school boards to do things which were needed, but financially impossible to accomplish beforehand. They have been able to construct many sorely-needed school buildings and additions to existing ones. Many old buildings were over-crowded and unsanitary. Many new schools or additions to existing ones were and still are needed in areas around the larger cities and towns, a condition brought about by increased population, as well as the shift of population from the central areas to the outlying residential districts. Many rural schools required renovation and modernization, postponed for years, because of insufficient funds, and later by war-time stringencies. These substantial grants, Mr. Chairman, from 1944 to the end of 1951, aided municipalities to build nearly 1200 new schools or additions thereto - a truly remarkable record, indeed.

These modern schools have been built and are being built over the whole Province as a direct result of the Government's policy of sharing the capital costs of

construction. It is to be hoped, that we have reached the peak of this construction and that there will be a gradual tapering-off process from here on, yet statistics show that our building programme is only breaking even with our ever-increasing school population, and it is difficult to say for sure, that such will be the case.

These schools are of modern design - have excellent lighting, heating and ventilation facilities, as well as being adequately equipped. Yet there has been no sign of profligate wastage as some people would have us believe.

After considerable talk and a bit of dissension, a new secondary school is presently being completee in my riding and I know their estimates were pared to the bone by the Department of Education before being approved. There were no frills allowed, and if any exist in the Province, you can be sure the local municipality has asked for them, and are willing to "pay the shot" themselves.

Now, Mr. Chairman, the children and their teachers are happy in these pleasant and more healthful surroundings and there isn't any doubt but what these improved physical aspects of our schools are contributing greatly to a better and more adequate educational programme. By giving extra courses in shop work, home economics, agriculture and commercial work, as well as providing transportation, an attempt is being made to give each and every child, whether of rural or urban location, equal opportunity, regardless of the financial position of his or her parents.

I believe most of the hon. members of this House will agree, that the appropriation of the record sum of money set out in this budget, demonstrates in impressive fashion the Government's anxiety to aid municipalities, and to advance the cause of education in this Province.

While on this subject, Mr. Chairman, I would recommend to the hon. Minister of Education (Mr. Dunlop) and his Department a "go slow" policy in approving a large central school in certain parts of the Province, particularly in Eastern Ontario, where there are several usable and existing schools in the high school area. Road facilities, climatic conditions, and a lack of density of population with sufficient assessment, are the determining factors which warrant such a policy. It would appear, for the time being, at least, that a survey of existing conditions and the making of whatever adjustments which appear necessary, to make the existing schools more effective agents for giving equitable treatment to all students, and instituting a more diversified programme of studies, is all that should be attempted.

Now a word about the teacher. I have heard many people, Mr. Chairman, including legislators, claim that there was no higher calling, next to the church, than that of teaching, all of which I find most flattering.

However, regardless of the importance of their vocation, teachers have done a magnificent job for years, under many handicaps. They have patiently played an important part in moulding the minds, character and attitudes of our youth, as well as equipping them with

technical skills and knowledge, and at long last, I think they have the feeling that their work is being given full recognition.

It is true that the teaching profession is short of teachers, not only in our Province, but throughout Canada. I will not take the time of the House to mention the many reasons which date back for at least fifteen years. I was pleased to hear that the hon. Minister of Education during the debate on the Estimates last week, state that his Department is going to intensify its drive to attract more teachers-in-training.

We know that the enrolment in our schools is going to be further increased over the next few years, and unless something substantial is done to secure more teachers, the situation will become most critical.

However, I trust that there will be no relaxation or watering down of the standards to meet the expediency of the situation. I believe we would cope more effectively with the problem by keeping our standards high and placing teaching on a more professional basis.

I believe there is a job of salesmanship to be done to meet the challenge. Secondary school principals, vocational guidance counsellors, inspectors and educationists in general, should accept their responsibility in this urgent matter and endeavour to lay more stress on the advantages of a teaching career to our youth. There are hundreds of young men and women in the senior secondary division of our schools, and in our universities, who would enter the teaching profession, given enlightenment and encouragement.

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These enthusiastic young people, possessing so many excellent and desirable qualities necessary for teaching, have much to offer to a career of this type. Too many young people are discouraged from entering the teaching profession by talk stemming from the past. They should have pointed out to them, the attractive and greatly increased salary schedules, the vastly improved superannuation benefits, the pleasant environment of our ever-increasing, modern and well-equipped school buildings, as well as the freedom and lessening interference in the teacher's personal affairs to-day.

I might say that a better pension plan giving better security at the end of thirty-five years' service and based on the best seven or eight years' salary of the teacher, would further attract the best type of student to the profession, and materially reduce the present shortage of teachers.

I also think that a substantial grant to teacher trainees during the course of their normal school year, would prove valuable in attracting more students to the profession.

There are but a few of the improvements in the teacher's lot of 1952, but they should go a long way in attracting a good quality of teacher for the future, and have a noticeable effect in recruiting better and more adequate staffs for our schools.

Now, in conclusion, Mr. Chairman, I would like to say only one more thing, and in saying

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it I ask for the indulgence and understanding of the hon. Leader of the Opposition (Mr. Oliver) whom we all admire and like very much.

I may be greying a bit about the temples and my hair may be receding somewhat from my forehead, yet I like to think that I am still a relatively young man, and as such I like to avail myself of every opportunity, whether it be on the floor of this Legislature, or on a public platform, to express my pride, admiration and appreciation of the many accomplishments of this Government, and to exhibit my faith and confidence in its future greatness, no matter how perilous the journey may be.

All you have to do is look over the magnificent representation of the Government in this Chamber, representatives from almost every part of the Province, and you see the wonderful cross-section of the people which this Government represents. We are truly a people's Government in every respect! A Government that believes in progress! A Government that believes in all those things tending to human betterment! A Government that believes in steady measured growth and a balanced development in all its fields of endeavour.

But although we pride ourselves in the great development and expansion of this Province, let us not be so insular in our thoughts and viewpoints, that we lose sight of the greater and broader aspect of our country. Let us always remember that we are

[illegible]

first of all Canadians, and as such, may all our actions serve as a worthy contribution, to this entire, vase and favoured land, "This Canada of Ours".

MR. C. H. LYONS (Sault Ste. Marie): Mr. Chairman, I move the adjournment of the debate.

Motion agreed to.

(Take "D" follows)

to the above. It is to be noted that the
 above is a general statement of the
 facts, and does not constitute a
 finding of fact. The facts are
 stated in the above, and the
 findings of fact are stated in the
 above.

Very truly yours,

HON. L.M. Frost (Prime Minister); Mr. Chairman, I move the Committee rise and report certain resolutions.

Motion agreed to.

The House resumes.

Mr. Downer in the Chair.

THE PUBLIC COMMERCIAL VEHICLES ACT

CLERK TO THE HOUSE: 56th Order, second reading of Bill No. 129, "An Act to amend The Public Commercial Vehicles Act."

HON. G.H. DUNBAR (Acting Minister of Highways) moves second reading of Bill No. 129, "An Act to amend The Public Commercial Vehicles Act."

HON. L.M. FROST (Prime Minister): Mr, Speaker, may I ask your indulgence and the indulgence of the House to give an explanation of the background of this Bill before the hon. Acting Minister of Highways (Mr. Dunbar) explains the details and the operation of the Bill.

I have noticed some newspaper comments to the effect that the purpose of this Bill was to open up our border at Windsor, Sarnia and elsewhere to the unrestricted traffic of trucks, of course, in bond.

That is not the case. I would say further to hon members of the House that requests have been made to us from many influential quarters, which I shall mention in a moment, for unrestricted traffic

at Windsor, Buffalo and other places.

I think the hon. members of the House will readily realize, as well as the public, that this is a very difficult problem for the Province of Ontario. During the last four or five years, since the expiration of the Wartime Regulations which were passed by the Federal Government permitting some trucking from Windsor to Buffalo, we have actually put the lid on that type of traffic.

The question is, is it possible to retain that position indefinitely without harming interests in this Province. We might as well come to that conclusion, and admit that you cannot maintain that position, without harming certain interests in Ontario.

As I shall mention in a moment, our reason, if I may use the expression, for "putting the lid" on that type of traffic is that our roads in that locality were never designed to carry traffic from the City of Detroit and the State of Michigan. While I am pointing out these facts to our people, I want to also point out to our friends across the line, that they cannot ask people because of a particular or peculiar geographical location or situation, to bear the cost of the burden of unlimited transportation from the City of Detroit.

Yesterday we had an example in this House.

when the hon. Acting Minister of Highways (Mr. Dunbar) made mention of the fact that we are going to build a bridge for the City of Toronto, a bridge occasioned by traffic originating from one million people who live in this locality, and I point out to our friends across the border that we cannot in Southwestern Ontario, because of geographical location and the peculiarities of the peninsula which lies between the lakes, accept on our roads the traffic problems of the City of Detroit, and I say now we have no intention of doing so.

The purpose of this Bill is to enable us to take an orderly approach to this problem. If it were necessary, of course, for us, by reason of international conventions and other things, to take care of the traffic coming from Detroit, then, we would have to build a toll road or something of the sort as my hon. friend the Leader of the Opposition (Mr. Oliver) mentioned. If that were necessary, and in the interests of international goodwill, we would expect the users to pay for it. I think that is a fair statement of the situation.

Let me give you the background of this problem which has caused us a very considerable amount of thought and consideration over a period, I should say, of some two years, or perhaps more.

First of all, the provisions or the conventions arising out of the United Nations Charter

provide for unrestricted transportation between member countries, which, of course, means the tariff barriers as between countries must be lowered. That is of interest to us in this country, and it will be readily recognized. When I come to the question of the Federal representations on this question, you will see how anxious the Federal people are to reduce tariff barriers, in order to enable us to trade with the world. That is all part of the Convention. Transportation and tariffs are all part of the picture.

Between Canada and the United States we have Conventions which permit our railways to operate without regard to the border. I am not familiar with the picture but I know that crews from this country run trains from across the border, of the Michigan Central Railway, the Canadian National Railways and the Canadian Pacific Railway Company. The hon. members of the House will perhaps recollect the problem arising in connection with air travel to New York and the permission given to the Trans-Canada Air Lines to operate from Toronto and other cities into New York, and the converse in other parts of America.

The fact that we have very considerable traffic from this country operating to points in our own country, and in the United States, aggravates the problem. For instance, in the City of Windsor, as

the hon. member for North Essex (Mr. Reaume) knows, we have by reason of the same Convention, the right to transport motor cars or trucks from Windsor and from the great factories here out to the Canadian West, cutting across Michigan, Minnesota, Ohio and Wisconsin through to the Western centres, and those trucks operate, of course, in large numbers.

We also have in Canada many other peculiar situations. Access, for instance, to British Columbia must pretty well of necessity be through United States territory. In New Brunswick our roads cut across the corner of Maine in connection with transportation from the Central Provinces to the Maritime Provinces.

We have, as every hon. member here knows -- up to the time the foot and mouth disease afflicted us -- great problems in connection with the transportation of cattle to the United States. I would say to the hon. members of the House that this is not a one-sided proposition by any means. The question that comes up is this: because of conditions we have in this country, do we carry our ban on reciprocal traffic to a point where it amounts to retaliation?

I think that puts the question fairly. After all, we have to be good neighbours and we expect our friends across the line to be good neighbours. That is essentially the problem as

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it is presented to us by many agencies.

First of all, in Ontario we want to be good neighbours with the other Provinces and with the country to the south of us. At the same time, we do not want other people to ask us to perform things that are unreasonable, and I would say that it would be utterly unreasonable to ask us to take the traffic from some of the very heavily populated parts of the United States without some arrangement for compensation and control.

I shall mention representations that have been made to us by the Mayor of St. Thomas and others, within the last short period of time in connection with this problem.

Arising out of the provisions in the United Nations Charter and out of the reciprocal relations we have already in effect with the United States, including transportation from Windsor and other places, we have had very strong representations made to us as a Government here by the Government of the United States, by the State of Michigan and by a number of private interests who, of course, are interested in their own businesses. I am talking about the principal jurisdictions, including the Federal Government.

I should like to read to the House the representations made to us by the Government of Canada. I shall not mention them all, and I

shall not go into elaborating on the representations made by the United States Government through Mr. Herring, the Consul here in Toronto, and by the American Ambassador in Ottawa, but I shall mention only the representations made to us by our own Government of Canada in connection with this problem.

We have had quite a considerable volume of correspondence but I shall confine myself to reading just two letters because these two letters cover, I believe, pretty fully the situation. The first of them is a letter written to myself by the Hon. Lester B. Pearson, under date of April, 1951. I shall not bother reading my reply to that nor will I read another letter written to me by Mr. Pearson on the 14th of March this year. But I shall read my reply to that last letter because I think the first letter he wrote and the reply to his last letter cover the points at issue. The other correspondence neither adds nor takes away anything from those two letters.

I shall read Mr. Pearson's letter of April, 1951. He says:

"My dear Premier,

On the 22nd of June, 1948, Mr. St. Laurent, then Secretary of State for External Affairs, wrote to the Hon. Colin Gibson, then Secretary of State, asking him to draw the attention of the Lieutenant-Governor of Ontario to the desirability of altering certain regulations of the Ontario Government so as to prevent transit trucking in bond across Southern Ontario. I understand that at that time your Government considered this question but the regulations were not altered so as to permit this traffic.

"The interest of the Federal Government in the question of transit trucking in bond arose from two sources. Firstly, Canada is a contracting party to the general agreement on traffic and trade. Article V of this Agreement (copy attached) requires contracting parties to permit freedom of transit throughout their territory. The fact that the provisions of this Article have not been fulfilled has presented some difficulties to the Federal Government.

"Secondly, as pointed out by the United States authorities, Canadian trucks from any province have transit privileges through the United States even though some provinces have not been granted reciprocal rights. An example of this traffic is the transport by the Canadian truck companies of automobiles manufactured in Canada to the markets in Western Canada. It has been reported that the monthly average of trucks included in this traffic alone very nearly equals the monthly average of the number of United States trucks which are engaged in the transport of goods in bond across Southern Ontario during the war.

"This represents a substantial change in the trucking situation from that which existed in prewar days. It is reasonable to assume that the freedom of operation which Canadian trucks now enjoy in the United States will not be continued indefinitely if we are not prepared to grant United States reciprocal privileges in Canada. The question of transit trucking throughout Southern Ontario is of very considerable importance to the United States trucking firms, as the use of the Canadian route would save a substantial amount of driving time, e.g. traffic between Detroit and Buffalo, via the 261-mile route through Niagara Falls, saves 101 miles and six hours of driving time.

"Recently the American Embassy approached us again and asked that we take the matter up once again with the Ontario Government. We are also informed that the Canadian Section of the Joint Canada-United States Chambers of Commerce Committee is intending to request an

interview with you during this month to urge that provincial regulations be altered to permit transit trucking, notwithstanding past objections.

"In the past the question of transit trucking across Southern Ontario has been raised primarily by the United States and by the Canadian Railway Companies. It appears, however, that the bulk of the bonded freight through Southern Ontario is carried by the United States Railways and consequently the interest of Canadian Railways in this trucking is relatively small.

"The United States Government has expressed a strong interest in the solution of the bonded truck issue."

Besides mentioning the difficulty between the United States and the Canadian Government he mentions the fact that Article V of the CAPT -- I think that refers to transportation and traffic -- ought not to be allowed to interfere from time to time when the Canadian Government were seeking assistance from the United States in various matters, and then he concludes by asking that we look into it.

I have further letters on this problem, including another letter of the 14th of March, 1952, from Mr. Pearson, which is along the same lines. Mr. Pearson in his letter of March 14th this year mentions the case of MacKenzie Bus Lines and the Province of New Brunswick, which has been decided by the Supreme Court of Canada, and this has the effect of imposing some limitations on provincial jurisdiction. That case is still before the Court and we have not taken that into

consideration. However, I believe I can bring all this correspondence and these representations up to date by reading my letter of March 20th, 1952, as follows:

"Dear Mr. Pearson:

"Your letter of the 14th instant received and I note carefully what you say. Our consideration of this problem has really been considered in the light of inter-state travel nor indeed has the decision of the Supreme Court of Canada in relation to the case you mentioned has any bearing (that is the MacKenzie case in New Brunswick).

"Our problem in connection with this matter arises from the total inadequacy of our roads in South-western Ontario to bear the traffic which comes from the City of Detroit which has a population of around two million, and of a populous state such as the State of Michigan.

"During the war days there was a limited traffic in bond permitted across Southwestern Ontario from Windsor and Sarnia to Buffalo. This traffic mainly took the route of Highway 3, and although the traffic was restricted the highway suffered very considerably. We are presently engaged in the construction of a four-lane highway from Windsor to Hamilton where it will link up with the Queen Elizabeth Way. Until this road is constructed we can see little solution to the present difficulty.

"Our roads are already congested to the point where the safety of travel can be questioned. The present request amounts to permission to use its already inadequate facilities for traffic between Detroit and the Eastern seaboard.

"I think you will agree that this is a very big order. We are already faced with an enormous traffic problem in the section between Toronto and Hamilton where we have a population of perhaps one and one-half million people. The present request involves taking the traffic troubles of the City of Detroit on our roads, and you will see that that is not a simple problem.

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"We would be very pleased to discuss this matter but it is not just as simple as agreeing to permit this traffic in bond. In conversations we have had, of course, we have explained our position and we are quite prepared to explore ways and means of providing relief. It is not because we do not want to but because we cannot physically see how it can be accomplished.

"May I point out that in Ontario our registrations have risen to one and one quarter million and we have visitors now to the Province from the States and other Provinces to the extent of approximately six million cars a year, and much of this is where we have the greatest density of population, such as in the South-western portion of our province."

That sets out the points that Ontario made.

I have an acknowledgement from Mr. Pearson under date of Monday, March 31st, and he says:

(E-1 Follows)

" I am most grateful for your helpful letter of March 20th in which you outline the reasons which made it difficult for the province of Ontario in the past, to extend reciprocal privileges to the United States commercial carriers on provincial highways. I was glad to know you were prepared to give further consideration to the trucking in bond problem and if and when any such highways facilities are extended, it may be possible for you to reach a mutually satisfactory agreement on this issue with the Motor Vehicles authorities of the States probably with regulations benefiting the province of Ontario."

That is the background. We fully recognize now, and have always recognized the problem we have with highways 2 and 3 in the southwestern part of this province. I want to emphasize here, and I know the hon. Acting Minister of Highways (Mr. Dunbar) would want to emphasize this, that while we want to be good neighbours and while we want to fulfil to the limit the provisions and treaties we signed, arising out of the United Nations Charter, I think we also have to have due regard for our position in this province.

This morning we had a very nice meeting with a deputation from the city of St. Thomas, the Mayor and two of his colleagues. We discussed this problem with them. You can see the point--and I would ask our friends from Michigan to note this--here is a two -lane road across Ontario known as highway No.3,

and also highway No. 2. Highway No. 3 runs through the centre of that fine and bustling city of St. Thomas, which is, I am assured, one of the greatest cities in southwestern Ontario. Highway No. 3 runs through the main street of that city. You can see the problem of turning loose on that community. At an avalanche of traffic which may come from the city of Detroit. I want to emphasize we want to live up to our obligations and the United Nations Charter, and the reciprocal arrangement with the United States. I think our friends across the line will recognize this is a most unusual situation. It is an unusual problem and has to be dealt with in an unusual way. The problem I have mentioned can be translated into other municipalities in southwestern Ontario. The only cure to the problem is the construction of a , , limited-access highway, which will carry traffic across our province, and for which the users will pay. There is no other solution to it. I can assure hon. members of the House that we cannot, and continue to build bridges in Toronto and build by-passes around Kingston and around Belleville. The Acting hon. Minister of Highways (Mr. Dunbar), I think, promised another by-pass around St. Thomas today. We cannot do all these things. After all, our money must be used fortaking care of traffic problems which are really

not our problems.

I think this must be admitted. Yesterday we had some discussion on suburban problems, and the city of Toronto and I truly think the city of Toronto, with its suburban problems, should help its neighbouring municipalities. I think every populated centre should help the neighbouring municipalities. I do not think we can assume a one-sided deal from the St. Clair River, to take care of suburban problems many miles away. That is a problem which has to be settled in the future and it has to be settled with the construction of a very modern, limited access highway with provision for taking care of reciprocal traffic in the days to come. I think that is the picture for the future. However, Mr. Speaker, we are in no position to do that, as I think our friends recognize.

The Highway Traffic Act contains a section similar to this section, but it was never carried into the Public Commercial Vehicles Act. Because of the difficulties of the situation, we are carrying a section into the Public Commercial Vehicles Act which is much more restrictive than the provision in the Highway Traffic Act. The purpose of this is to give limited powers to the government to issue very

temporary permits for travel across the province. Our purpose, of course, of this, is to limit it pretty generally to defense requirements, because that is where we are getting particular pressure from the United States Government, because of the defense requirements arising from a great city, a great industrial centre like the city of Detroit. We cannot afford to do what we did during the war days under permits which were given by the Federal Government, by ourselves at all. At that time gasoline was loaded in Buffalo and was carried through to Detroit, or vice versa, and we did not receive any gasoline tax.

There are ways and means of meeting a situation, where we can restrict traffic, where we can get paid for it, and where we can set the days and times. I do not think traffic should be permitted over these roads on busy days, for instance, Saturday afternoons. There ought to be times, and there has to be times, when this traffic would be limited to days and times which would be convenient to the people.

That is the background of this problem and I might say now, as I said to Mr. Pearson, in my letter, it is not a question of what we might like to do, nor a question of the people of Ontario backing away from the requirements of the United Nations Charter or the Treaties we have, but it is a question of what we are

physically able to do with the highways as they are.

I think the hon. members will agree that our American friends have been very good to us. We have been trucking in bond across various parts of the United States. The New Brunswick case is one. Then, there is the case in our own province of Ontario, where trucking in bond is permitted between two points of Canada, Sarnia and Windsor and we have another case in British Columbia, where most of the trucking in bond is through the State of Washington. I think it is plain that we have to be reasonable, and we have to be decent and we have to be good neighbours. That is what we want to do, because I think that is what our people would expect us to do. On the other hand, we want our friends across the line to be good neighbours to us, and recognize that we have problems due to the peculiarities of the situation in southwestern Ontario, and that the reciprocity which we give, of course, has to be tempered by the requirements of the situation.

I think the hon. Minister of External Affairs (Mr. Pearson) from the tone of his letter, feels, as I am sure the Rt. hon. the Prime Minister of Canada (Mr. St. Laurent), who made representations on this before he became Prime Minister of Canada does, that was a compliance in accordance with the spirit of the Treaty, and the Ontario people, and the

Government of Ontario are entitled to take steps to protect the interests of their citizens living along these roads.

I will ask the Acting hon. Minister of Highways (Mr. Dunbar) to explain the matter. The fact is this does not interfere with the Municipal Board. This gives the right to issue temporary permits, which, of course, can be discussed in the House in the debate on this Bill.

MR. F. R. OLIVER (Leader of the Opposition): Mr. Speaker, as I listened to the hon. Prime Minister (Mr. Frost) with interest, it was a pretty hard thing to determine at times whether he was talking for the amendment or against it. I do appreciate the complexities of this particular problem and that is the reason why the hon. Prime Minister (Mr. Frost) spoke the way he did. He mentioned the Geneva Treaty playing a part in our thoughts on this particular occasion with respect to this Bill. The intimation from the Federal authorities that they wished this situation clarified to a degree, at least, has a bearing on our decision at this particular time, and also the fact there must be reciprocity in this matter as between ourselves and certain states of the Union. That, in itself, is another matter which we must weigh carefully.

I imagine that trucks from Windsor, going

through to other points in Canada by way of the United States, would pass through as many as seven or eight States. If these States get into the frame of mind where they seek to retaliate against the province of Ontario for the non-passage of the legislation we have here this afternoon, it would create a very bad situation. I think we all appreciate the factors which are involved there.

On the other side of the picture, as the hon. Prime Minister (Mr. Frost) quite well said, it is not what we would like to do, and it is perhaps not what others would have us do, but it is, on the other hand, what we are able to do with the facilities which we have at hand at the moment, and the condition of our roads and the maintenance of these roads, enable them to carry this very heavy traffic.

Another point mentioned by the hon. Prime Minister (Mr. Frost) which may be stressed is that these trucks, trucking from one point in the United States through Ontario, to another point in the United States, should be required to pay compensation to a degree which would compensate the province of Ontario for the damage which might be done to our arteries of transportation. That is readily understood, and, I think, accepted by us all.

One problem that the Government will have in

implementing this legislation, is to control the numbers of trucks that are going to go from one point in the United States to another point in the United States. That will require very careful administration. We are willing, on this side of the House, most of us at any rate, to leave that in the hands of the Government to work out, and see what develops out of this legislation.

In the legislation itself, I was wondering if the hon. Prime Minister (Mr. Frost) had looked at the words, "Carrying goods in bond through Ontario". It seems to me, as a layman, that does not specifically say it is from one point in the United States to another point in the United States, but I think it could well mean that the goods could be carried in bond from the city of Detroit to the city of Toronto. There is nothing in the legislation that would be a prohibition of that and it seems to me, it should be clarified to the extent that it is from one point in the United States to another point in the United States. That is a matter which can be clarified as we proceed.

So far as I am concerned, Mr. Speaker, I would say to the House, I am ready to go along with the Government in this legislation, ready to give it a trial, and to give it a workout, because I cannot see how we are going to deny the privilege of United

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that proper record-keeping is essential for the transparency and accountability of the organization. This section also outlines the various methods used to collect and analyze data, ensuring that the information is reliable and up-to-date.

2. The second part of the document focuses on the implementation of the proposed changes. It details the steps involved in the process, from the initial planning stage to the final execution. This section highlights the challenges faced during the implementation and the strategies used to overcome them. It also provides a timeline for the completion of the project, ensuring that all stakeholders are aware of the progress.

3. The third part of the document discusses the results of the implementation. It presents the data collected and the analysis performed, showing the impact of the changes on the organization's performance. This section includes a comparison of the results with the initial goals, demonstrating the effectiveness of the proposed changes. It also identifies areas for further improvement and provides recommendations for future actions.

4. The fourth part of the document concludes the report and summarizes the key findings. It reiterates the importance of maintaining accurate records and the successful implementation of the proposed changes. This section also expresses the confidence in the organization's ability to continue to improve and achieve its goals. Finally, it provides a list of references and a glossary of terms used throughout the document.

States trucks travelling over our highways while we, on the other hand, have the right and the privilege to travel over United States highways, doing similar work, and from similar points to similar destinations. I cannot see how we can bring ourselves to the decision where we can deny their request, and we should be prepared to give to other truckers from the United States, the privileges that our province enjoys on their highways. As the hon. Prime Minister (Mr. Frost) has intimated, I think probably that the hon. member for Niagara Falls (Mr. Houck) and perhaps some hon. members on the other side of the House, hold very strong views on this matter. So far as I am concerned, the views of the hon. member for Niagara Falls (Mr. Houck) and the views of all other hon. members who hold different views on this matter--because it is a subject on which there may be a wide diversion of opinions -- hold opinions which are the honest interpretations of those who speak in respect to this Bill. So far as we are concerned, we are ready to go along with this legislation and give it a trial.

Would the hon. Prime Minister (Mr. Frost) be prepared to table the letters dealing with this matter between the Federal authorities and the province? I think we should have them.

MR. W. L. HOUCK (Niagara Falls): Mr. Speaker,

I hope my speaking against this Bill will not be misconstrued to mean that the hon. Leader of the Opposition (Mr. Oliver) and I are at odds at the present time, because we really are not. However, I think, representing a railroad riding, Niagara Falls and Fort Erie, I am duty bound to say something against this Bill. This subject of trucking in bond has been going on since 1936, since the United States Trucking Corporation got the privilege of using Ontario roads, especially between Detroit and Buffalo, and the Canadian government did not see fit until January 1st, 1948, to make any exception in the customs regulation to permit any trucking movement in bond. It has been done, Mr. Speaker, as both the hon. Prime Minister (Mr. Frost) and the hon. Leader of the Opposition (Mr. Oliver) have said, for the last three years of the war, and for sometime in 1946 and a very short time in 1947, to meet the prevailing conditions. Each time this question has been raised in regard to trucking in bond, the municipalities involved, along the route of No. 3, have risen in protest against such a move. It has been discussed quite frequently when I was Mayor of Niagara Falls, and brought up by the Mayors and Reeves at their convention. We always brought in a resolution against this. The last time, I think it was in May, 1948,

when it was the M and C Convoy Corporation of Buffalo asking for this permit to truck between Detroit and Buffalo, and vice versa. The various municipalities involved appeared before the Municipal Board and I would like to read their main argument which they presented to the Municipal Board at that time:

- "1. It would result in the reduction of traffic now enjoyed by the railways, which in the ultimate, would mean a reduction in the railway employees thus affecting the merchants in the municipalities where the railway men were laid off.
2. The hazards on our highways would be greatly increased and would affect the tourist trade, which means so much to every municipality in Ontario.
3. The cost of the upkeep of the highways and the streets used as connecting links for such highways, would be increased, resulting in additional tax burdens to the citizens of Ontario and municipality taxation would also have to be increased.
4. Very little business, if any, would be received from 'in bond' truckers and the only result would be one of detriment to the economy of the province."

That is in 1948 when this subject was at some height of interest.

I am greatly surprised to hear the hon. Prime Minister (Mr. Frost) say that the Mayor of St. Thomas is in favour of this. I was shocked when

I heard that statement. I thought if any city in the province would be against it, it would be St. Thomas. I was under the impression the hon. Prime Minister (Mr. Frost) said that the Mayor of St. Thomas was in favour of it, if I am mistaken, I will be glad to be corrected.

MR. FROST (Prime Minister): I would like to correct that. The Mayor of St. Thomas came down here with his deputation, very much concerned, as we are concerned, about traffic conditions in the city of St. Thomas. I can quite agree with His Worship's concern over that. By no means, should it be interpreted that he, the Mayor of St. Thomas, came down here to support this at all, because he did no such thing. I gave to him, as nearly as I could, the general problem which we are up against.

I also come from a railway town. My home town counts itself as a very important railway centre; I have always done everything I could to assist the railways and I will continue to do so. However, you must remember, Mr. Speaker, that sometimes there is bad feeling created, and it leads to all sorts of things and it would be a bad thing for our country if it was necessary, when a train gets to Niagara Falls or Fort Erie, to have the crew entirely changed. In other words, that Canadian crews could not run in the

United States and vice versa, and that our trucks operating through this province would have to change their crews and their trucks, and transfer everything at the Border.

I think there is a reasonable way to handle this. I think the people to the south are reasonable people and will recognize our difficulties. I am sure it can be worked out so everybody will be good friends and business will go ahead as it is at the present time.

MR. HOUCK: I am very happy about that correction because I was under the impression the Mayor of St. Thomas was agreeing with it. I want to refer to the time it was up in 1948. There was a press release on April, 15, 1948, in the St. Thomas Times Journal, given by Mr. J. D. Miller, deputy Minister of Highways for Ontario. This is what Mr. Miller said in regard to the business.

(TAKE "F" FOLLOWS)

This is what Mr. Miller said in regard to this question:

"There was no question that the big American transports carrying bonded merchandise during the war contributed to the heavy damage on No.3 Highway"

And stated further:

"All you have to do is consider the damage done to No.3 highway from Aylmer to St. Thomas and North to Talbotville and the cost of re-surfacing last year and you will appreciate how much damage heavy traffic did the highways during the war. I would say it cost us about \$400,000 to re-surface that stretch of No.3 and 4 highways. Because of this damage caused during the war, we feel that these trucks, if they are to operate through Canada, should pay license and gasoline taxes, and thus help to provide funds for the upkeep of our highways. We took an awful licking in highway damages during the war."

I presume, Mr. Prime Minister, and Mr. Acting Minister of Highways, that proper weighing stations will be put in along the road, because I understand at that time all the trucks were carrying over-load at times.

I can well recall the words of the Hon. Minister of Highways, who was addressing a group of railroad men in St. Thomas, when he said, "This will never be allowed". I think former Prime Minister Drew made the same statement during his last election campaign.

I want the hon. Prime Minister (Mr. Frost) to know that nobody has a monopoly on friendship. I think we in Niagara Falls and Fort Erie are great ambassadors of friendship, between the Republic of the United States, and the great Dominion of Canada. We certainly do not intend to stand in the way of friendship between the two countries, but I feel it is my bounden

1. The first part of the document is a list of names.

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duty -- and no doubt it is the feeling of other hon. members of this House, who represent railroad riders -- to protect our workers, who are liable to lose their jobs, if they allow this trucking in bond to go through.

I do want to raise my voice against this uncalled for piece of drastic legislation.

MR. DUNBAR: Mr. Speaker, in speaking to this amendment, I think the Hon. Prime Minister (Mr. Frost) and the Hon. Leader of the Opposition (Mr. Oliver) have covered very fully what will be expected from the regulations which will be introduced, in connection with this amendment. I want to assure the House that the regulations will be very strict, and no heavier load on any American truck will be permitted than is allowed on an Ontario truck, while they are travelling between Buffalo and Detroit, in bond. In fact, in any other way, but we are only dealing with transit in bond now.

We have had experience in the past of knowing what it has cost the Province, by allowing that to be done, during wartime, so we are in a position to know what to expect in regard to the repair bills for the roads. Two things will be assured; first, that they will require to have a license to operate in Ontario, and they will also have to pay the gasoline tax on the amount of gas which it is estimated would be used on that journey. Even if they purchase a tank-full in the United States, they will be charged a tax on the number of gallons it is estimated will be required to take them from the boundary to Detroit.

They will not be getting the better of our own Ontario truckers, and will not be taking business away from the Ontario truckers, because, as they come in, in bond, they will not be securing any business at all.

If you read this amendment, you will see that it is temporary, and can be brought to a very sudden end at any time, if they do not live up to the regulations.

As regards that part mentioned by the hon. Leader of the Opposition (Mr. Oliver) the other day; I think that can safely be left for consideration in Committee, if he finds there should be a different wording there which will give more protection. This provides that the hon. the Lieutenant-Governor may grant temporary exemptions from the provisions of this Act on such public commercial vehicles carrying goods in bond through Ontario, as he may designate, upon such terms, including any limitation as to the number of vehicles affected, and subject to such conditions as he may prescribe. I do not think this House has anything to fear, that the people of Ontario will not be protected to the fullest extent.

If the regulations are not up to the mark in the first place, it is an easy matter to change them from time to time, and we will see we come as close as possible to meeting the requirements for the repairing of our roads. I can assure the hon. members they will be working on the same basis as our own truckers in the Province of Ontario. I do not think you can ask for

anything more at the present time.

If we were going to build a special road, which was not to be permanent, for instance a toll road, or something of that kind, that would be a different thing. But this is only temporary. The hon. Premier (Mr. Frost) said that I might be by-passing St. Thomas to-day, but I promised several things yesterday, and you know that here in Toronto it is hardly safe to say anything, for fear of being misunderstood. I think perhaps I was misunderstood yesterday when I told the hon. members of the House that we were building the bridge and the approaches to the bridge. I hope the hon. members do not misunderstand me to-day, when I say we are giving them something for the gasoline tax, instead of taking it away. We are not building a road down through Sunnyside, for instance, for them.

MR. SALSBERG: Let us stick to the subject, Mr. Chairman.

MR. DUNBAR: I feel, as the hon. Prime Minister (Mr. Frost) has said, that it does not matter what some persons say during election campaigns, seven, or eight or ten years ago. That is all gone and past. That is water under the bridge.

MR. W. L. HOUCK: But they were promises.

MR. DUNBAR: We have to deal with the things with which we are faced to-day.

MR. OLIVER: "A promise made is a debt unpaid".

MR. DUNBAR: We are trying to be honest and good

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citizens, and to help the Federal Government live up to its promises.

Mr. Speaker, I cannot see any danger in this. It is transferring it to the Public Commercial Vehicles Act, and I think by requiring an order-in-council for permission to cross Canada is a safeguard, and it is almost compulsory. In regard to war goods, or goods for defence purposes, which they wish to transfer in bond, if it required the permission from the municipal board, there might be a delay of four, six or eight weeks, before the Board would have time to act on that particular thing, whereas, under this Bill, the Government can deal with it immediately. The Government can start them off, or cut them off, one of the other, and do it quickly.

MR. OLIVER: May I ask the hon. Minister (Mr. Dunbar) if conversations have been held, or are contemplated, with the interested states of the United States, concerning this matter.

MR. FROST: Yes, Mr. Speaker. We have been approached by the various States, and by the American Consul in Toronto, Mr. Herring. Our officials have consulted at great lengths about the tire problem which is involved.

May I say to the hon. members, Mr. Speaker, that under the present regulation, applications can be made to the Ontario Municipal Board. If there is a truck filled with defence requirements, which is urgently needed in New York, or some other place, and the necessity

arose to allow that truck to pass through Ontario, the present provisions are such that we could not give that permission. The result is, the truck might be held up at the border for a month, which would create a great deal of bad feeling and misunderstanding.

I may say to the hon. members, quite frankly, that Cabinet Council does not intend to take over the powers of the Municipal Board. This is a temporary emergent provision. Our idea, of course, is to refer the majority of these things to the Municipal Board, and only deal with cases where we are met with a real emergent circumstance.

MR. HOUCK: Mr. Speaker, may I ask the hon. Acting Minister of Highways (Mr. Dunbar), or the hon. Prime Minister (Mr. Frost) if any figures are available showing how many trucks were used on the highways at the time when this was in effect before?

MR. FROST: About fifty a day.

MR. DUNBAR: Close to fifty per day.

MR. FROST: That is an estimate we received, regarding the essential requirements.

MR. ALBERT WREN (Kenora): Mr. Speaker, representing another substantial railroad riding, I must join with the hon. member for Niagara Falls (Mr. Houck) and make a few brief remarks on this Bill. I must admit I am not familiar with all the provisions of the Treaties with the United States on these various subjects, but I am still not convinced up to now that other means of transportation cannot be found,

through the use of our own carriers, and I am not convinced that it is the logical thing to permit these American trucks crossing the Province.

However, since the hon. Prime Minister (Mr. Frost) and the hon. Acting Minister of Highways (Mr. Dunbar) has assured this is only temporary, and that it refers chiefly to defence requirements, I do not want to register any strong protest at this time. However, we are concerned about it, and I do want to register disapproval of the principle embodied in the Bill.

MR. J. B. SALSBERG (St. Andrew): Mr. Speaker, I rise, not because the large railroad shops at the foot of Spadina Avenue are in my riding, although I think that would be a good reason. Nor do I rise because I have been approached by a railroad group. I do rise, because I think the general principles of the matter should be fully aired. I want to preface my brief remarks by saying that I appreciate the difficulty in which the Government of this Province finds itself. It is admittedly a difficult problem. It is almost impossible for the Legislature to say, "No" to a request for permissive legislation of this kind, and it is equally extremely difficult to say "Yes".

As a matter of fact, the regulations are the most important part of this entire piece of legislation. It is not the law which gives you the authority to do certain things; it is the regulations which will seriously affect the Treasury of the Province, the taxpayers of the Province, and the well-being of an important part

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of the population of this Province. I think, in regard to these regulations being presented to us, we must take the over-all view, and in taking the over-all view of the relationship between this country and the United States, and the needs of one section of the country as against the needs of another -- and I mention this, because we cannot ignore it -- we have to remember the prime interest of one part of Canada, without doing anything which will damage the interest of another part.

Here our concern, first, must be the interest of the Province. While there are undoubtedly sectional interests, I think there is nothing wrong in saying, "Yes, we are concerned with protecting the railway workers and the other groups who live around them", and I am referring to those who earn their livelihood on the railways. There is nothing wrong in saying that. They are scattered all over this Province, and, as I said in a previous discussion, constitute an important section of the community. I think, Mr. Speaker, this sectional approach is fully justified. If we can preserve their jobs, by all means, let us do it. Let us also recognize, Mr. Speaker, that it is not a case where the refusal to grant this request places any section of the United States in any danger, or prevents the normal development of industry in the United States. Even if the present regulations are continued, they will, under the worst possible circumstances, increase some-

what the freight charges for carrying the finished products from one part of the United States to another. That constitutes no grave danger to the United States. In other words, we are really not hurting anybody when we try to preserve the business of our railroads.

I say, furthermore, we should also take into account the interests of our own trucking industry. There is nothing wrong in placing that first in our consideration. I do not think the hon. members who have spoken have any reason to apologize, because they come from railroad towns.

May I be permitted to help this Government, and to help the hon. Prime Minister (Mr. Frost) who will have to discuss this matter? I will try to be helpful to him, because I do not think he is anxious to give up the present restrictions .

(Take "G" follows)

In dealing with Ottawa and in dealing with the United States it has to be made abundantly clear that it is not a one-way street. It is that now. And we do not have to get up here nor allow anyone else outside of this House to argue that after all we have a Geneva Convention, and this country has certain obligations and we do not want to put Ottawa "on the spot." I think the Prime Minister of the Province could also remind certain levels of Government both in this country and outside that there is another Geneva Convention that is being defiantly --

HON. MR. FROST (Prime Minister): Just let me make this explanation. I do not want the hon. member for St. Andrew (Mr. Salsberg) to run away with the wrong idea. I may say that I have viewed Mr. Pearson's letters, too, and the representations of the Federal Government in connection with the Geneva Convention. Of course, we are signatories to it as a nation, and we are not the kind of people to buck what our country does. When our country puts its name on anything we stand by it.

May I say that that was by no means the only consideration. We were also thinking -- and we are thinking now -- of the people of this Province. If the provision whereby we transport our trucks from Windsor through the American States were cancelled, what would be the effect on employment in Windsor ?

Those are grave problems. What would happen to our cattle dealers all over our country who in more normal times send their cattle and produce to the United States? Those are our problems. Of course, we could close off our Province if we wanted to. We could put up a high board fence and we could make it necessary for railway crews to change with some other crew at the border, and we could make it necessary that goods have to be put into another truck and one hundred and one other things. Is that a good thing for our Province? I think it will be agreed that it is not.

MR. SALSBERG: Mr. Speaker, I am not denying, and I prefaced my remarks by acknowledging that you have a lot of serious problems here, and I did not say we could not negotiate on this question, but I am emphasizing some of the positive needs for which I believe this Government is justified in fighting. It should not be over-awed by the Geneva Convention because there is a Geneva Convention that guaranteed the Canadian farmer the right to ship cheese and other dairy products into the United States, but that Geneva Convention has been trampled underfoot and the United States says, "No," despite the fact that they signed the Convention, yet our farmers are unable to ship the cheese. That is another Geneva Convention.

May I quote to you from a most conservative source, from the words of the President of the

Canadian Manufacturers Association. That is a safe source from which to quote. No one will object to that. Furthermore, I am quoting to you from The Telegram, so it is doubly safe. Here is what he said:

"Mr. Crombie called upon Ottawa to give up its quixotic ideas and recognize that the United States refuses to co-operate in international trade matters in which Canada is vitally interested."

When we come to negotiate at the request or under the pressure of certain interests in Michigan or New York State who are anxious to ship certain merchandise for a few pennies, or a few dollars less from one point to another, we should not fall all over ourselves to accommodate them when our cheese producers are not accommodated, when it may mean the loss of jobs in Niagara Falls, St. Thomas and other places. It may mean increased costs for maintenance of highways, but it is not a one-way traffic and we must make this clear; in other words, it should be a case of "give and take", taking into account the overall need, and I would say this Government should give not an inch more than it gets -- not an inch more -- and should try to hold on to the arrangement as much as possible in the best interests of the Province.

MR. J. D. NAULT (Russell): Mr. Speaker, I am not going to criticize this amendment but being a railroad man for thirty-five years I am afraid that the hon. members are more familiar

1. The first part of the paper discusses the importance of the study of the history of the United States. It is argued that a knowledge of the past is essential for a full understanding of the present and for the development of a sound policy for the future.

2. The second part of the paper discusses the role of the government in the development of the United States. It is argued that the government has played a crucial role in the development of the country, and that its actions have been guided by a set of principles that have been passed down from generation to generation.

3. The third part of the paper discusses the role of the individual in the development of the United States. It is argued that the individual has played a crucial role in the development of the country, and that his actions have been guided by a set of principles that have been passed down from generation to generation.

4. The fourth part of the paper discusses the role of the future in the development of the United States. It is argued that the future is a time of great opportunity, and that it is up to us to make the most of it.

5. The fifth part of the paper discusses the role of the present in the development of the United States. It is argued that the present is a time of great opportunity, and that it is up to us to make the most of it.

with these matters than I, because I am not very learned in the law, but what I would like to know is, how much would the railways lose per year? . . . After all the railways employ a great many people. What would be the loss to the railways?

MR. FROST (Prime Minister): I have no recollection during any of the representations made on this subject of receiving any representations from the Railways, although we have received representations from many persons over a period of several years.

I include in that the Canadian National Railways, the Canadian Pacific Railway and the Michigan Central Railway, specifically. I have no recollection of their ever having made representations to us either for or against this provision at any time. In reply to the hon. member for Russell (Mr. Nault), my own judgment is I do not think that it will make any difference to the Railways, for the reason, that the trucking which is presently taking place, goes from Detroit around Lake Erie. It is already being carried by truck. Of course in permitting this short cut across our Province by -- and I again underline this -- "a limited number of trucks" it must be remembered that they have to comply with our Regulations.

In the State of Michigan they are carrying very much larger and heavier loads than we are and that is also true in the State of Ohio and other States through which they travel because they have

not the winter conditions that we have here. Our provisions as regards half loads and load limits are very much more restrictive than those of the State of Michigan, or any of the States they travel through because they are going through a country which is climatically less severe in the winter time than ours. I would rather agree with what has been said here, that it is very doubtful if there would be any real competition with the railways, because the goods are already being carried by truck.

MR. H. C. NIXON (Brant): Might I ask the hon. Acting Minister of Highways (Mr. Dunbar) if he would clarify his statement that these trucks would be licensed. To what extent has the Department worked out the details in connection with licensing the trucks? Would they have to carry an Ontario plate?

MR. DUNBAR: Yes, an Ontario plate.

MR. NIXON: And how much would they pay?

MR. DUNBAR: They would pay the same as they would pay in the Province of Ontario. We charge the same amount for a truck of the same capacity as in the Province of Ontario.

MR. A. J. REAUME (Essex North): Mr. Speaker, in Windsor there are some thousands of people who are employed making automobiles, and if there is an industry which has been injured in the past by reason of excise taxes and things

of that sort -- and I should not be talking about those things -- I think it is the automobile plants.

Certainly we do not want to do anything that would injure the jobs of these thousands of people and I would like to see this pass, because there are thousands of cars going out of Windsor every day that find their way over the bridge into the United States and find their way eventually to many parts of the country. There is one thing I had in mind respecting highways. I notice that you make certain you are going to have all of the trucks pay something for the privilege of traveling on the highways, but you do not seem to care as to how much harm they are doing to the streets of Windsor, except that we are given a grant once in a while.

I was just wondering if there might not be some kind of a scheme we could work out whereby Windsor would receive some of this money for their streets.

MR. J. F. EDWARDS (Perth): Do you want a bridge, too?

MR. REAUME: Incidentally, sir, we have the largest bridge, I believe, and the best bridge on the Continent. What we are asking for, is there any chance that we in turn might get a portion of the fees that are being paid? It goes through Windsor, whether coming from

Detroit, to the highways of the province, or coming out of Windsor, and I was thinking that inasmuch as the Province is going to make certain that they get something back in the way of a fee or tax or something of that sort, might not some portion of that fund be given to the City of Windsor.

Motion agreed to: second reading of the Bill.

LEGISLATIVE ASSEMBLY ACT

CLERK OF THE HOUSE: 45th Order, second reading of Bill No. 98, "An Act to amend the Legislative Assembly Act."

HON. G. A. WELSH (Provincial Secretary) moves second reading of Bill No. 98, "An Act to amend the Legislative Assembly Act."

HON. L. M. FROST (Prime Minister): Mr. Speaker, may I on the second reading of this Bill which deals with the indemnities and expenses paid to the Members and to the Speaker, refer the House to what I said about a week ago when I believe I covered the subject fully.

I may say in order to make sure the people of the Province have the fullest information, I sent out copies of what I said to all of the newspapers, weeklies and dailies, in the Province of Ontario. This matter has been dealt with, I believe, with care and dignity. While I would prefer that these things not come up during my term of office, nevertheless, Governments

must meet these problems as they arise.

I would not want it to be said there was any effort to do other than give the fullest opportunity to scrutinize a Bill of this sort.

I would like to offer my apologies to the hon. member for Cochrane South (Mr. Grummett) who was not in the House when I spoke on this Bill following its introduction by the Hon. Provincial Secretary (Mr. Welsh). At that time I incorrectly interpreted what the hon. member for South Cochrane said last year. I said that the hon. member for South Cochrane, while he was in favour of the contents of the report, differed with the members of the Committee who in their wisdom had seen fit to include the provision that the report should be considered at the 1952 Session of the Legislature. I was incorrect in that. The hon. member will speak for himself, but my understanding of his remarks was that he was in favour of the report, and was entirely in favour of the increases recommended in the report, but he did not think that the Government should be directed by the Committee as to any particular time to implement it; in other words, I inferred that he felt it should be implemented at once. I was incorrect about that. The hon. member did not say that. He said that it was not the Committee's business to usurp the powers of Government, by saying that it should be implemented.

MR. GRUMMETT (Cochrane South): Mr. Speaker,

1. The first part of the paper is devoted to a general discussion of the problem.

2. In the second part, we consider the case of a single particle.

3. The third part is devoted to the case of a system of particles.

4. In the fourth part, we consider the case of a continuous medium.

5. The fifth part is devoted to the case of a system of continuous media.

6. In the sixth part, we consider the case of a single continuous medium.

7. The seventh part is devoted to the case of a system of continuous media.

8. In the eighth part, we consider the case of a single continuous medium.

9. The ninth part is devoted to the case of a system of continuous media.

10. In the tenth part, we consider the case of a single continuous medium.

11. The eleventh part is devoted to the case of a system of continuous media.

12. In the twelfth part, we consider the case of a single continuous medium.

13. The thirteenth part is devoted to the case of a system of continuous media.

14. In the fourteenth part, we consider the case of a single continuous medium.

15. The fifteenth part is devoted to the case of a system of continuous media.

16. In the sixteenth part, we consider the case of a single continuous medium.

17. The seventeenth part is devoted to the case of a system of continuous media.

18. In the eighteenth part, we consider the case of a single continuous medium.

19. The nineteenth part is devoted to the case of a system of continuous media.

20. In the twentieth part, we consider the case of a single continuous medium.

21. The twenty-first part is devoted to the case of a system of continuous media.

22. In the twenty-second part, we consider the case of a single continuous medium.

23. The twenty-third part is devoted to the case of a system of continuous media.

24. In the twenty-fourth part, we consider the case of a single continuous medium.

25. The twenty-fifth part is devoted to the case of a system of continuous media.

26. In the twenty-sixth part, we consider the case of a single continuous medium.

27. The twenty-seventh part is devoted to the case of a system of continuous media.

28. In the twenty-eighth part, we consider the case of a single continuous medium.

29. The twenty-ninth part is devoted to the case of a system of continuous media.

30. In the thirtieth part, we consider the case of a single continuous medium.

the explanation given by the hon. Prime Minister (Mr. Frost) is correct. It clears up a situation. I shall read what the hon. Prime Minister said on the day he introduced the Bill, in order to show why I considered it improper:

"Mr. Grummett, then a member of the House and who is now the hon. member for Cochrane South, did not sign this report because he dissented from the provision for postponing the considerations until 1952. He felt it should be implemented at once, and on the 5th of April, 1951, so stated his position."

On the 5th of April, 1951, I gave a very lengthy explanation of my position. I first explained that I fully agreed with the recommendations of the Committee as to the recommendations we brought back to the House, in regard to the indemnities. I agreed with the findings of the Committee in full, but I disagreed with the position the remainder of the Committee members took that we should say to the Government: "You need not implement these recommendations until a year hence."

I stated at that time that it did not make any difference to me when the Government undertook to implement the recommendations of the Committee. I believe I said that I did not care if they were not implemented at the next session or the following session or two or three Legislatures hence. I think those were the words I used. My reason for making that statement at that time was, as the hon. Prime Minister has pointed out, that I felt it was going beyond our duty.

(Take "H" follows)

We were given a job to do, and that was to ascertain what the indemnities of the hon. members of the Legislature should be, and there we should stop. Why should we presume to trespass on the duty of the Cabinet? It was wrong for us to say to the Cabinet or the Government when they should implement these recommendations.

For instance, six or seven years ago, the hon. member for Parkdale (Mr. Stewart) was a Chairman of a Committee on House Rules. I was on that Committee and I believe it consisted of six members who spent some considerable time revising the rules of the House. We brought in a report and it was tabled and we said nothing about when it should be implemented. Nothing has been done about the report of Committee since. It would not have made any difference to me if the same treatment had been given the report of the Indemnities Committee. We had done our duty when we presented our report to the House, and for us to presume to tell the Government when they should implement it, was beyond us, and was an imposition on our part. I am glad the hon. Prime Minister (Mr. Frost) has so ably explained how it occurred that he made the error. It was probably because he was trying to remember too much of what happened last year. I am very pleased indeed that he saw fit today

to rise and explain how he came to make the statement, when introducing the Bill.

MR. FROST (Prime Minister): May I say to the hon. member for Cochrane South (Mr. Grummett) that I am very glad to make that correction. I hope he will always follow the principle of never telling the Government when to do anything.

MR. GRUMMETT: On that point, I will say if the Legislature appoints me a member of a committee, then I am the servant of the Government and the House, and I shall then refrain from telling the Government what to do. However, when I sit here as an hon. member of the Opposition, I reserve a different right.

MR. J. B. SALSBERG (St. Andrew): Mr. Speaker, just a remark or two at this time on second reading of this Bill. As already stated by the hon. Prime Minister (Mr. Frost), all groups of the House participated in the Committee a year ago, and before that. The report they made, which is essentially incorporated in this Bill, was agreed upon by all hon. members of the Committee. I am, therefore, not rising to question the wisdom or the correctness of the recommendations. I want to say, without hesitation, that so far as out of town members are concerned, the increase is long overdue.

I always had a different approach to the needs of the out-of-towners than to those who live in Toronto, because, of course, their costs are not comparable with those of local members. The necessary neglect of their tasks and duties and business is, of course, also not comparable with that of local members. However, the point I want to make, and the suggestion I made to the Government is, when this Bill was introduced, the job of an hon. member of the Legislature is extending in time and requires, in some cases, almost full time. I think we should henceforth, and on the basis of this Bill, agree to have our Sessions longer than they have been in the past. Very often, toward the end of a Session, hon. members are eager to go home, especially those from the farm areas, because when the sun is shining, they are anxious to return to the farms. Lawyers, and other hon. members who have been away from their places of business for four or five or six weeks, are anxious to return. That is understandable. The hon. members feel almost apologetic for rising and asking questions. I do feel at times that I am holding back hon. members compelling them to remain a few hours more than they otherwise would. I suggest that arrangements be made so the deliberations of the Legislature be unhurried, that hon. members should not be crowded in consideration of the public's

business. I readily acknowledge that the hon. Prime Minister (Mr. Frost) this Session, has given no cause for complaint, and I think it should be stated that there has been no infringement of rights. There has been no undue rushing, although there may be a bit of rushing from now on. I want to say to the new hon. members of the House, you have not seen anything yet, just wait until the House begins to sit from ten o'clock or eleven o'clock in the morning until two o'clock the next morning and you will find

how much business you can dispose of. So far, that has not been done and I want to suggest to the Government that in planning the Legislative programme, and the Session, it arranges for a short winter Session, and then the regular Session in the spring, so that business can be considered in the calm and proper spirit that legislation affecting the welfare of the people requires. I am not making any concrete suggestion, but it is a suggestion to the Government in planning its work for the future. I think our Sessions should last as long as it is necessary to conduct the public business in a proper atmosphere with all the time required, with members not being rushed in Committee work as we have been, and with the public business receiving the attention it merits.

Motion agreed to; second reading of the Bill.

PAYMENTS BY ONTARIO TO MUNICIPALITIES IN LIEU OF TAXES

CLERK OF THE HOUSE: Forty-sixth order, second reading of Bill No. 104, "An Act to assist Municipalities by providing for Payments by Ontario to Municipalities in Lieu of Taxes." Mr. Dunbar.

HON. G. H. DUNBAR (Minister of Municipal Affairs), moves second reading of Bill No. 104, "An Act to assist Municipalities by providing for Payments by Ontario to Municipalities in Lieu of Taxes".

MR. G. T. GORDON (Brantford): Mr. Speaker, I do not know whether any other hon. members have received telegrams about this Bill and Bills, 103, 104 and 106, but I have received a telegram today, which says:

"Kindly withhold action on Bills 103, 104, and 106, to permit representation from Boards of Education affecting same."

I just pass this on, and perhaps these can be held up until the Boards of Education can present their opposition to this Bill.

MR. J. B. SALSBERG (St. Andrew): Mr. Speaker, I was particularly affected by or impressed by one telegram. I received more than one, but I was particularly impressed by the telegram which came from Mr. Fuller, the Administrator and Secretary-Treasurer of the Board of Education for Toronto. I want to read that telegram into the record, before we proceed with the

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consideration of the Bill. This telegram reads as follows:

"Will you ask delay in second reading today, of Bill 103, 104, 106, purport of which is to transfer school taxes to general taxes on certain public utilities in view of effect on revenues of Boards of Education and to allow presentations to Government stop Toronto Board stand to lose \$140,000. at least."

That is signed by Mr. C. H. R. Fuller. I do not know, Mr. Speaker, whether this telegram is officially from the entire Board of Education of Toronto, or only from him. I am not in a position to know but I feel that I should make known the sentiments contained in this telegram, to the House.

MR. W. J. GRUMMETT (Cochrane South): Mr. Speaker, in this connection, I cannot see that the Board of Education has any complaint. They never receive this money. The money that will be handed over to the municipality is something new, and if we hand it to the municipalities, then the money is divided equally among all the people in that municipality, that is all the property owners in the municipality. If we look behind what the Boards of Education mean, it is going to be special privileges for some, we all know that. We all know what these wires mean, and I am strongly in favour of the Bill going through as it is, and ignoring any

attempt of that kind.

MR. DUNBAR: Mr. Speaker, I intended to explain this, because we have given it a great deal of consideration. This matter came up as an amendment to the Assessment Act last year, in connection with the Federal Government grant to Ottawa. The Ottawa Public School claimed they were entitled to school taxes because of a section in the Assessment Act which said that any money coming from Crown property would be divided among the different Boards. Last year, the Board of Education of Ottawa protested very strongly against that. The total from the Dominion Government was placed in the general fund of the city of Ottawa, and all the property owners benefited. It does not matter whether they are public school or separate supporters, all the people who own property, benefit by it.

(TAKE "I" FOLLOWS)

MR. DUNBAR: As far as Number 4 is concerned: if any public school board, or separate school board thinks we are going to pay school grants, and also pay educational costs on our public buildings, they are mistaken. If we did that, I do not think we would be fit to represent the people of this Province of Ontario. We are paying grants towards education, and then they ask us to pay the cost of education, on our own buildings. That is the answer to Number 4.

In paying the general tax on public buildings in this Province, we are doing something which, for the first time in the history of Canada, has been done. We are paying it completely throughout the Province. The Federal Government gave grants, but they had reservations. They said before the municipalities could receive any amount, four percent of the total assessment had to be exempt, owing to being Crown property. Outside of three, Ottawa, Halifax, and one in the west, the others were "out". We did not do that. We say we are going to pay taxes on every provincial building in the Province of Ontario, in certain categories, not including schools, hospitals, and buildings of that nature, which would be exempt by the municipality anyway.

And we are going to pay local improvements. That has been a bug-bear for a number of years. If a sewer were put in and crossed only half a piece of property, and another building site was

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developed further away, such as a housing project, or something of that nature, the Government might well say, "We built the sewer as far as we are going to". The ordinary citizen is in a somewhat different position, in that he has to pay the frontage tax. We are providing, so it does not matter whether such buildings as hospitals, schools, and so forth are included; we must pay for local improvements, the same as any citizen.

I think the House has been given some explanation regarding the assessment. We put our assessment officers in, for this purpose, to see that no municipality was taking advantage of it. I do not think any of them would, knowing them as I do, but we wanted to have a check on it, because we are handling the people's money. But if your yardstick in your municipality is larger than ours, and if you use it on your own buildings, you will be paid according to your yardstick, and not according to ours. I do not think there can be anything unfair about assessing in that way. It provides for the protection, so that no municipality will be able to put up a certain building and raise the assessment on that building, in order to get more money for the Government. For a quarter of a century or more, organizations in the Province of Ontario, such as the Mayors and Reeves Association, the Municipal Association, and others, have been making this demand on the Province of Ontario. They have asked us to pay

taxes.

It is impossible for us to pay taxes. We cannot pay taxes, because the B.N.A. Act will not permit us to tax Crown property, but we are paying in lieu of taxes an amount which will be equal to the tax, and no person need fear because their property is assessed higher than our manual shows, so long as the yardstick used is the same as that used throughout all the municipality.

MR. ARTHUR REAUME (Essex North): That is fair.

MR. DUNBAR: We have quite a list of municipalities, and between the Hydro and ourselves, there will be about 330 from which we have received reports, prior to bringing in this measure. They have sent in their yearly statements giving an account of their assessments, which were exempt from taxation. There is no doubt that a number of municipalities never took any account of the building they did in their municipalities, never thinking they would receive anything, so, when it is all totalled, it will amount to a larger number than the 330 municipalities.. They will all benefit, accordingly.

The Bill also provides that a business tax will be paid on all business activities, that is to say, on all Provincial Liquor Stores, our Provincial Savings Offices, and so forth, all of which were exempt before. They will now all pay taxes,

the same as any other business organization.

Of course, we had to exempt some things, such as highways, parks, hospitals, educational institutions, and properties of that nature. But I think in general it will be well received by the people of the Province of Ontario. I think, further, it will be very beneficial in that it is going to encourage the Federal Government to do as we are doing, and that they will soon be paying on their post offices, customs offices, and other federal buildings.

I have knowledge of a few towns in the Ottawa Valley, and I know of one building in the Town of Carleton Place, where over the post office the caretaker has lived for quite a while, and he has never paid one cent toward educating his children. That is not a square deal for the ratepayers of that municipality. It has been going on, in the smaller municipalities particularly. There have been a number of cases where the Post Office is housed in a building, and over the Post Office, the Postmaster, or the caretaker, is living, with his family, and his children are being educated at no cost to himself, but at the expense of the ratepayers of the municipality.

Mr. Speaker, I will be very glad to answer any questions I can. I may say, in passing, that it is our intention to send men out very soon into the municipalities, and get them started. As you know, this is retroactive to the first of January,

and the municipalities will receive an amount in lieu of taxes for this year.

MR. FARQUHAR OLIVER (Leader of the Opposition): There is one question, Mr. Speaker, I would like to ask of the hon. Minister (Mr. Dunbar), although he may have dealt with it, before I came in. It seems strange you should allow the municipal assessor to do the assessing. If you are not satisfied, you could appeal to the Municipal Board. It looks as if the "dice were loaded".

MR. FROST: Mr. Speaker, I do not think so. The hon. Leader of the Opposition (Mr. Oliver) has been in the Legislature for a long time, and has been a member of several Governments, and he knows, as well as the rest of the hon. members, that in many instances the Government is considered fair game.

After all, we are giving something to the municipality in a very big way, and I am sure the hon. Leader of the Opposition will agree that if we were to be put in a position where we would be compelled to appeal the assessment in each case, it would not look very fair. We are the ones doing the giving, and we have a good Assessment Department, and I think probably the local assessor will be asked for his assessment, and we will check it over, to ascertain if we can agree with them. If it is out of line, we will contest it. Of course, if they do not like it, they can appeal. I think that is far better than doing it the other way around, which might create friction.

MR. DUNBAR: I think I explained that, before the hon. Leader of the Opposition (Mr. Oliver) entered the Chamber, by saying we do not question it at all, as long as the property was assessed with the same yardstick throughout the municipality, and as long as they did not assess our buildings higher than their own.

MR. OLIVER: You pay it on their assessment.

MR. DUNBAR: Yes.

MR. OLIVER: That seems fair enough.

MR. A. CHARTRAND (Ottawa East): Mr. Speaker, will the hon. Minister of Municipal Affairs (Mr. Dunbar) tell me if there is not an appeal from the assessment, to a county court judge?

MR. W. J. GRUMMETT (Cochrane South): I think, if that were the case, there would be an appeal on every assessment in every municipality.

MR. DUNBAR: I am sorry, but I did not hear what the hon. member for Cochrane South just said.

MR. GRUMMETT: Mr. Speaker, the hon. member for Ottawa East (Mr. Chartrand) made the suggestion that the Government could appeal to a county court judge, if they did not like the assessment. I think that would be totally unfair and unwieldy because why should the Government appeal from an assessment on every municipal property? The Court of Revision might force you to go to the county court judge. I think the Bill is fair and adequate as it stands.

MR. REAUME: I see no possible argument in

it at all, Mr. Speaker. If they do not agree, the Government will accept our figures on the deal.

MR. DUNBAR: Yes, if it is your regular assessment, throughout your municipality. If you use the same yardstick for our property, as you use for your own buildings, we will accept it, even though it be higher than ours.

Motion agreed to; second reading of the Bill.

THE POWER COMMISSION ACT

CLERK OF THE HOUSE: 47th Order; second reading of Bill No.106, "An Act to amend The Power Commission Act", Mr. Challies.

HON. G. H. CHALLIES (Minister without Portfolio): Mr. Speaker, the explanatory notes in this Bill are quite conclusive, and are very short. I move second reading of Bill No.106.

MR. OLIVER: Will the Hon. Minister (Mr. Challies) not say something? This is quite an extensive amendment.

MR. CHALLIES: We are asking for an amendment to bring that Act into line with another Bill just introduced, and provides for use of the municipal assessors.

MR. FROST: It makes the operation uniform in both cases.

Motion agreed to; second reading of the Bill.

---Mr. Patrick in the Chair.

1. The first part of the report is a general

statement of the purpose and scope of the study.

2. The second part is a description of the

methodology used in the study.

3. The third part is a description of the

results of the study.

4. The fourth part is a discussion of the

conclusions of the study.

5. The fifth part is a list of references.

6. The sixth part is a list of appendices.

7. The seventh part is a list of figures.

8. The eighth part is a list of tables.

9. The ninth part is a list of footnotes.

10. The tenth part is a list of abbreviations.

11. The eleventh part is a list of symbols.

12. The twelfth part is a list of acronyms.

13. The thirteenth part is a list of definitions.

14. The fourteenth part is a list of terms.

15. The fifteenth part is a list of phrases.

16. The sixteenth part is a list of sentences.

17. The seventeenth part is a list of paragraphs.

ADJUSTMENTS AFTER ANNEXATION

CLERK OF THE HOUSE: 54th Order;
second reading of Bill No. 126, "An Act to provide
for Adjustments of Provincial Grants or Subsidies
after Municipal Annexation," Mr. Dunbar.

HON. G. H. DUNBAR (Minister of
Municipal Affairs): Mr. Speaker, I move second
reading of Bill No. 126.

MR. HARRY NIXON (Brant): Mr. Speaker,
would the hon. Minister (Mr. Dunbar) kindly explain?

MR. DUNBAR: This is in connection with
annexation. We thought it was very unfair to some
municipalities which had taken in a considerable part
of a rural area, which perhaps is densely populated,
and it would be quite an expense, and at the same
time, the grants would come down. They were re-
ceiving 25% in the rural areas by way of police,
fire, and road subsidies, and we figured that should
be carried on for five years without any change,
and give the 50% grant for roads, fire, and police,
and so forth, and commence the reduction at the end
of five years, in the meantime, giving the municipa-
lities an opportunity to carry on.

MR. W. J. GRUMMETT (Cochrane South):
One question, Mr. Speaker: This might properly come
up when the House is in Committee. I was wondering
why the Bill shall be deemed to come into operation
on the first of January, 1950.

MR. FROST: That is to enable us to

make retroactive payments.

MR. DUNBAR: In some places, such as Ottawa, Kingston, Hamilton, London, and perhaps a few others, annexation had already been effected, and we wanted to make this retroactive, so they would be carrying on, on the same scale.

MR. OLIVER: This does not refer to school grants?

MR. DUNBAR: No. The hon. Minister of Education (Mr. Dunlop) has adjusted that to the satisfaction of all the municipalities, as far as annexation was concerned.

Motion agreed to; second reading of the Bill.

HON. L. M. FROST (Prime Minister): Mr. Speaker, I move you do now leave the Chair, and the House resolve itself into the Committee of Supply.

Motion agreed to.

The House in Committee of Supply;
Mr. Patrick in the Chair.

ESTIMATES, DEPARTMENT OF MUNICIPAL AFFAIRS

HON. GEO. H. DUNBAR (Minister of Municipal Affairs): Mr. Chairman, as Minister of Municipal Affairs, I would like to make a few comments for the benefit of the hon. members of the House, on some features of considerable importance with regard to municipal matters, prior to presenting the estimates.

(Take "J" follows)

We do endeavour, as those with experience here know, to give elected representatives some local autonomy. That is what we have been very strong on right along.

The sound financial position of the municipalities of Ontario demonstrates that the people elected as municipal representatives have discharged their duties and obligations. The increase in population and in industrial development has added to the problems of municipalities. Heavy capital programmes have been undertaken in regard to municipal services such as road improvement, installation and extension of sewer and water systems and the erection of additions to all types of schools.

The debenture debt of the Province of Ontario is, of course, a little higher than it was a few years ago but still it is quite low compared with twenty years ago. Before commitments are made by a Council of a municipality the items are subjected to the fullest examination, and also to see if the necessity for the project exists, and the willingness and ability of the ratepayers to bear the cost of the project. In 1932, the peak year, the municipal debt amounted to \$504 million or \$156 per person in the Province of Ontario. In 1946, a low year -- and you will understand it became a low year on account of the shortage of manpower and materials during

the war -- the municipalities had a great backlog of work to be done and this brought it down quite a lot, but it came down to \$214 million in 1946, or \$58 per person in the Province of Ontario.

With postwar activity in Ontario, municipalities acquired a net debenture debt which, in 1950, amounted to \$345 million or \$82 per person -- still quite reasonable. Compare that with \$156, almost half. I feel that the increase is certainly well within the ability of the people of our municipalities to pay.

With the increase in industrial activity and population, municipal councils in the future will face problems which will undoubtedly require financing on a deferred basis. I suggest to all municipalities that they keep this in mind when deliberating on items of expenditure and pay-as-you-go payments.

Municipal tax arrears have gone up a little during the past two years. That is why, when you are passing on The Municipal Act today and Assessment Act, you will notice some changes in the penalty. We have increased the penalty to a considerable extent, but not to what it was before. Municipalities were complaining that people were investing money in playing the stock market or doing something of that nature instead of paying their taxes, because they were not penalized, or the penalty was not high enough. So, we are endeavouring to assist

them by increasing the penalty a little.

The general financial position of an individual municipality or municipalities in general is reliably indicated by the yearly trend of taxes uncollected at the end of each year. In 1934 unpaid municipal taxes owing to our municipalities were approximately \$58 million. This amount decreased yearly until in 1946, when it was lowered to approximately \$10 million.

During the years 1948, 1949 and 1950 municipal taxes unpaid on December 31st in these years rose steadily until at the end of 1950 they amounted to \$17 million, still low compared with the \$58 million. A lot of people in the municipalities felt that was caused by the penalty being low.

I sometimes wonder how a man could get along if he had to go back and start in business again and talk in thousands instead of millions.

MR. SALSBERG: Some people still talk in pennies and dimes.

MR. DUNBAR: Some people felt that the penalty was not enough, so we increased it from one-half per cent to one per cent up to two per cent for the shorter period.

The Government is continuously striving to assist municipalities to lighten the burden of taxation by paying grants for fire and police protection, construction and maintenance of streets,

collection and disposal of garbage.

I do not want to keep you too long so I shall hurry along.

Provincial payments to municipalities have been gone over so often of late that I am not bothering with them because you know all about them.

I prepared that book you might have noticed I was carrying around at the last election. That was "the bag of tricks", and there was no answer to it. There were the figures, "That is what you are getting; what are you going to say about it?" Hon. members all know the work we are trying to do in our Department to assist the municipalities, and doing it all free, so far as our Department is concerned.

MR. HOUCK: Would the hon. Minister state if the piece he did not read is going to be placed on Hansard?

MR. DUNBAR: Oh, yes. It will fill the whole book.

Now we come to the Assessment Branch, a new Branch started in 1947. It has worked out very well, and we are depending on it now to do a great deal toward adjusting the payments on provincial properties. We have covered many of the municipalities throughout the Province and we have not gone to any place without an invitation. We are invited every place we go. We do not interfere

with the people's assessments at all unless they ask us to come. If we do, we take our time and do a good job. We have spent too much down in Ottawa now. We were in Niagara Falls.

MR. HOUCK: You did a good job, too.

MR. DUNBAR: That is nice, thank you very much. And we were in Fort William, Port Arthur and in all these new improved districts. We go right in and assess one hundred per cent free of charge, to start them off right, just the way we did at Ajax and these different places down here. We start them off on the right foot.

(Take "K" follows)

Our Assessment Department has been carrying on its work and has been of wonderful assistance. We have now over 50 per cent. of the counties with county assessors. We are very anxious, of course, to have them, and we are paying \$1,500. to assist the county in paying their county assessors.

For the north country, we have endeavoured to place money in the estimates each year, but we cannot get them to agree among themselves to have a district assessor. The money is there to pay him, but they cannot agree amongst themselves. I think that is one thing the hon. members from the north country should do, that is, endeavour to use their best efforts to see if they can get district assessors. It would be better. At Sudbury, with the Home for the Aged there, they are having difficulty with not having equalized assessment and not knowing what to charge each municipality for their share. I think this will work out pretty well.

Then, we come to soil survey, and that has worked out very well with the aid of the men from Guelph Agricultural College who go through the counties and make tests, and help the assessors in the different counties. The assessors, as you know, assess partially on the productivity of the soil.

At the last Session, there was an Act passed giving power to the Minister of Municipal Affairs to

appoint an Assessment Board to re-assess the greater Toronto area, the thirteen municipalities in greater Toronto. I am happy to say we have been getting along very well. We have all the properties measured completely now. We have just a little more to do in York, but we have a card for each one. We will complete the outside first, locations and measurements, and then we are going to find out all about the interior. With the prospect of amalgamation and unification of services, this would be of great assistance, but even if the amalgamation does not go through, there has to be some unification..

MR. HOUCK: Could the hon. Minister (Mr. Dunbar) tell us if there is any progress being made in amalgamation?

MR. DUNBAR: I could not say. I have read in the Press where there were certain things going on. At one time, I learned not to mention anything about amalgamation when I was outside. I was at the King Edward Hotel one night at a banquet, and in a jocular way, I said if amalgamation goes through, it does not matter what it is, we have to have the final say because there will have to be exchanges. The next morning I saw my picture in the paper with an item saying that amalgamation was on its way.

It does not matter whether amalgamation

unification, or anything goes through or not, they have the fullest information, the card with the building, the measurement of the land, what it is valued at, what it is assessed at and that is handed to them "for free". I must say these twelve municipalities have given us nothing, but 100 per cent. co-operation. They know the need of it.

We had the misfortune of losing one of our Board. He was an assessor from the north country, who was on our Greater Toronto Board. He passed away suddenly and will be missed by us all. Our Chairman of the Board is from our own Assessment Department. We try to get thoroughly experienced men. There is no use my going into detail about all the municipalities. No matter what happens, they will want to use our yardstick for assessment, because over 50 per cent. of the municipalities in the province, are using it to-day. In the manual, there is a space left for criticism and suggestions, and there is very little criticism, they all figure it is all right.

In the payments to mining municipalities, the Committee endeavoured to work out something satisfactory, and I think you will all agree it is going to work out fairly well. As we proceed with the estimates, when we come to that item, I will be glad to show you just exactly what will be given to

each mining municipality. Every mine is taken into consideration, and when the mine is exempt from taxation, we have to take every person there into consideration, whether he is living in or living out, or living out and working in, it does not matter at all. When the mine is not taxable, you have to take every person there into consideration, and it works out very well.

I regretted last year there was some little misunderstanding after the Session, when the mining municipalities came to me and said we would have to raise their tax rate and it has to go all on the home owner. They wanted the percentage that the mines provided by property taxes in order to bear the same percentage as the home owners. When you come to Timmins, they have only one mine there and the property tax is so great that the mining profit tax was small, so they really were entitled to \$8,000. but I gave them \$10,000. There was a report in the paper up there about this "misunderstanding", but the Mayor explained to me later that they were well satisfied. We did bring it out as close as we could, but we would have to have some increase, \$60,000. divided between three municipalities and I think it worked out very well.

(TAKE "L" FOLLOWS)

This new system of course, will not affect some of the smaller places which, while they are providing services, simply would not get as much no matter how you figured it out, so it has been designed so that no place will receive less than it did last year. I will not go into the formula because hon. members will be asking questions when we come to the Estimates in that connection and we will be able to touch on it then.

We have municipal auditing fairly well under control, A few years ago, when we started issuing licenses for this purpose, a great number of auditors throughout the province did not have proper qualifications and we had a lot of trouble with municipalities. Since that time, we have not had to weed out so many. In our Department we have a chartered accountant who can go out and instruct the municipal auditors, or bring them into the department, and assist them in every way possible, because we are not going to say to a man because he is not a chartered accountant or a C.P.A., or something like that, that he cannot audit the books in a township, county, or other municipality. However, he must have a license from us so that we can see that he is qualified and we can get a proper report from him.

The Annual report is going out earlier this year than ever before in the history of the Department. One reason for this is that the municipalities have begun to realize the benefit of getting our report in their hands as early as possible, and with that in view, they are sending their reports to us. I hope all hon. members appreciate the little green book, the directory containing all

particulars, which we sent around. It will be noticed that we have changed it this year, we have one page for debenture debt. I find that it is very interesting when travelling throughout the province to carry this little directory along. When you are approaching a town you can refer to it and find out what the population is, how many miles of sewers, water mains, sidewalks and paved roads it has. I am not trying to give hon. members a lesson, as if I were a school teacher, but I really believe it would be adviseable for everyone travelling in the province to carry one of these directories and learn more about his own province, because all that information is supplied. For instance, I never realized what a very nice place Windsor is, until I visited it.

The Department of the Registrar-General has had an unprecedented demand upon its services since the Government of Canada recently passed old age security legislation. People who had been borne or had lived in Ontario have been sending in from British Columbia, Saskatchewan, and Manitoba in order to locate certain records. It was really pitiful, because in a great many cases there was no record to be had. Of course, the Federal Government changed its regulations later and had all applications sent to Mr. Jackson on Front Street and I think that difficulty has been overcome. Proof of age can be obtained from the census or perhaps the family Bible. Of course many people did not wish to send in their family Bible for fear it would not be returned to them.

1. The first part of the paper is devoted to a

discussion of the general principles of the

method of the present investigation.

2. The second part of the paper is devoted to a

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These difficulties have since been smoothed over but at that time we maintained a twenty-four hour a day service and engaged extra staff in order to catch up. We would receive as many as 4,000 applications in one day at the time the universal old age pension first came out, so you can see how difficult it was to handle them.

I do not want to bother you by reading too much, but as we go through the Estimates I would advise my hon. friend the member for St. Andrew (Mr. Salsberg) not to think I am getting annoyed, I rather enjoy questions and answers.

Mr. J.M. SALSBERG: It is mutual, Mr. Minister (Mr Dunbar).

Mr. F.R. OLIVER (Leader of the Opposition):
Mr. Chairman, I am sure the municipalities of the province will be glad to know they are well in spite of any symptoms they may have had to the contrary this last few months or weeks, and in spite of the 120 mill rate some of them have. Actually they are all right, the hon. Minister (Mr. Dunbar) said so.

I would like to direct a question to either the hon. minister (Mr. Dunbar) or the hon. Prime Minister (Mr. Frost). Earlier in the session, hon. (Mr. Frost) Prime Minister said it might be possible to have an interim report of the committee which is examining provincial-municipal relations Is he in a position to say now whether we can expect a report of any kind during this session.

HON. L.M.FROST (Prime Minister): Mr. Chairman, I think there is a possibility of that. The interim report is drawn by my hon. friend the Minister of Municipal Affairs (Mr. Dunbar) and the Budget Committee in connection with taxes on property , which I think is a step in the right direction.

As regards the committee itself, the chairman has a large number of briefs which the committee secretariat has been digesting for the use of members and the committee is going to be reconvened almost immediately, I am not sure about next week because of Easter intervening, but I would think immediately after Easter.

Mr. Oliver: Can they give any indication as to when their report will be ready or when the work will be completed?

Mr. FROST (Prime Minister) I do not think so.

MR. OLIVER: It will probably be two or three years yet.

On Vote 128:

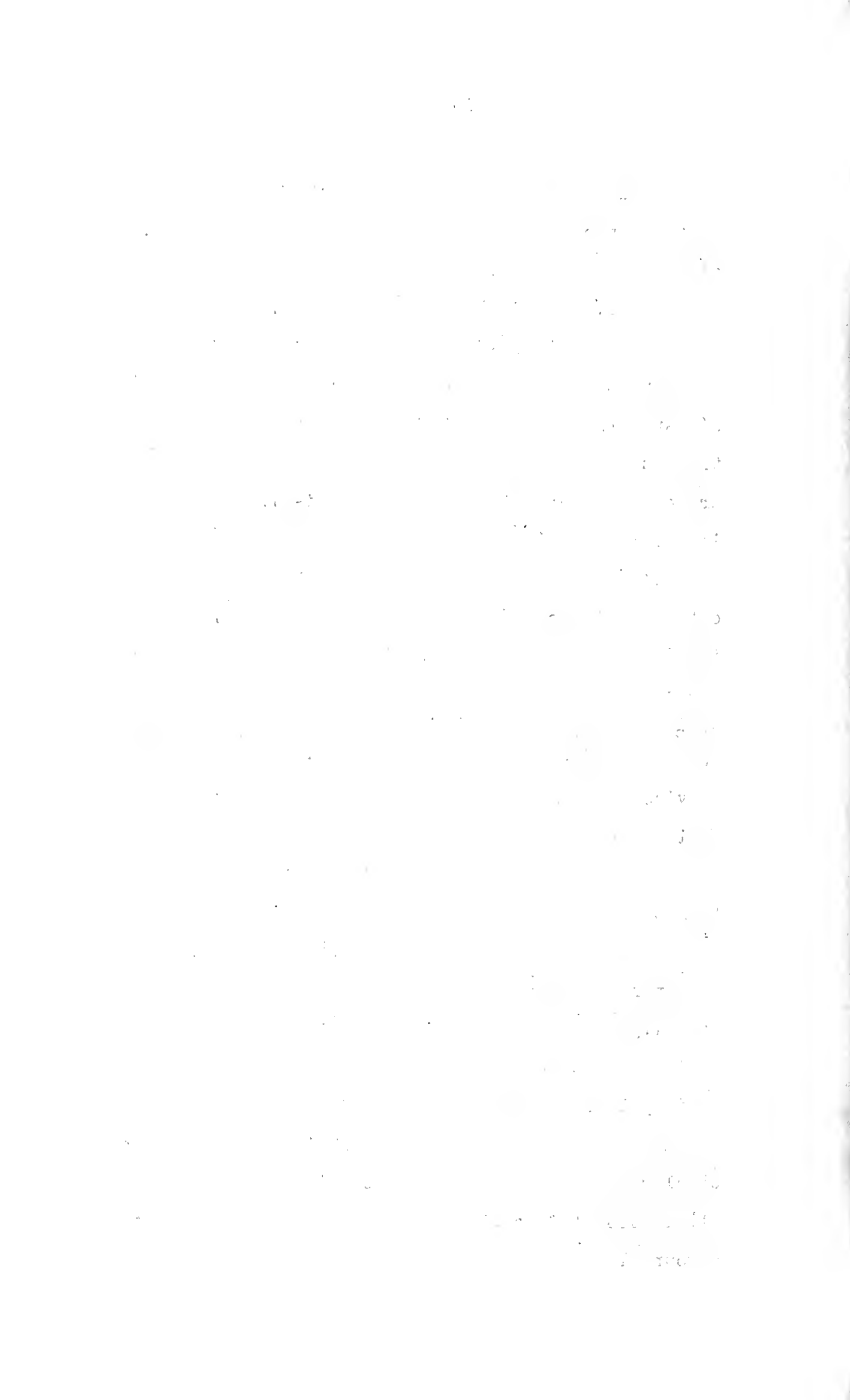
Mr. T.D. THOMAS (Ontario): Mr. Chairman in item six of vote 128, "Municipal Schools", I see the amount is reduced to \$4,000.00. I thought the schools were giving good service to local officials by way of instruction and direction.

Mr. DUNBAR: We do not propose cutting down the number of schools or anything like that. The cost is being charged to general salary because our assessors preferred that.

I am glad the hon. member (Mr. Thomas) asked that question, because the people of the municipalities did appreciate the schools being held.

Mr. THOMAS (Ontario): Thank you.

Mr. SALSBERG: Mr. Chairman on item 9, vote 128, "Assistance to Municipalities" I wonder if the hon. minister (Mr. Dunbar) would care at this time to tell the House what his own views and those of the Government are on the over-all question of assisting municipalities in the present form or accepting the proposals of the municipalities which have been made both inside and outside this House. To make it more clear, I want to inform the hon. minister (Mr. Dunbar) that I am thinking of the continued demand made by the Association of Ontario Mayors and Reeves and other municipal bodies for the relieving of the municipalities of certain services as a more basic solution of their problem. As it is now, the item we are dealing with, indicates there is assistance given to municipalities in the form of a grant here and a grant there. In fact, sometimes you come to the conclusion that the hon. Minister of Municipal Affairs (Mr. Dunbar) should actually be called the "Minister of Charitable Gifts". He is the man who hands out gifts and charities to municipalities, in fact, it has been done to such an extent up to now there is a feeling, and in no narrow circles either but in a broad circle, that there are eliminates of favouritism - not in a bad sense, but favouritism in the handing out of gifts by the



"Minister of Charitable Gifts", because a certain constituency did well or because he likes certain people.

MR. FROST (Prime Minister): Would my hon. friend (Mr. Salsberg) give us one instance of that?

MR. SALSBERG: I said there is that feeling.

MR. FROST (Prime Minister): I know, but give us an example.

MR. SALSBERG: Well, the hon. Minister of Municipal Affairs (Mr. Dunbar) on more than one occasion when we have been considering his estimates has stated: "Well, if you would be a good boy, you would get it." The record will show that. I know he was joking when he said it, but people sometimes take his remarks seriously, and it has caused a lot of arguments. Last year, for instance, in discussing grants to the mining municipalities, it was said that Cobalt was being discriminated against. I hope he will not discriminate against Cobalt now, but at any rate there was that feeling on the part of the former hon. member for that constituency.

MR. FROST (Prime Minister): We fixed that one.

MR. SALSBERG: Of course, certain Ministers visited that constituency during the election campaign and may have remedied that situa-

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tion somewhat. Obviously they did well, because my hon. friend (Mr. Herbert) who is an excellent neighbour of mine, is here instead of the hon. member who formerly represented that constituency.

However, there is the feeling, in other words, that instead of giving grants to municipalities, and quite often grants with strings attached to them, that the municipalities should be relieved of most of the social services and that those be taken over by the Provinces, with an aim to affording permanent relief from the burden of taxation to the home-owners.

Mr. Chairman, while the hon. Minister (Mr. Dunbar) is thinking about this question I have put to him --

MR. DUNBAR: I am not thinking about it at all.

MR. SALSBERG: I have in my hand a document, but, unlike the hon. Minister (Mr. Dunbar) I cannot put it on Hansard, but I would like to read a few lines from it. It is the submission of the Association of Ontario Mayors and Reeves, dated Janury 18th, 1952, in which they say:

"The Association now submits that the first approach of the Provincial-Municipal Committee to the solution of the municipal tax structure be as follows:

- (a) To define specifically the services to be provided by the municipalities which are properly and basically a municipal service chargeable to municipal taxation;

- (b) To define specifically general services rendered at the municipal level having a wider than local scope and jurisdiction or of general benefit to the citizens at large, which should be financed by sources of revenue now available, or to be made available at provincial and federal levels."

That is the crux of the whole problem, and after the Budget was delivered in this House, the spokesman for the Mayors and Reeves Association certainly minced no words about what they thought of the Budget. The Chairman of the Mayors and Reeves, Mayor "Ed" Sargent of Owen Sound spoke very plainly --

MR. DUNBAR: I bet he would.

MR. SALSBERG: -- when he said, "The time has come when the municipalities have to have relief. We will have to get it. The average citizen reading the Budget thinks it is doing something for the municipalities. Actually it is doing nothing."

Reeve Ann Shipley of Teck Township said of the situation that it was "critical." I want to give credit to a number of hon. members on the Government side for having spoken out quite clearly on this question. I think the hon. member for York West (Mr. Brandon) placed this problem squarely before the Government, and was able to lend certain weight to his argument, simply because he is a supporter of the Government. I give him credit for presenting the situation as fully, as he did. I want to give credit also, at this time, to the hon. member for Parkdale (Mr. Stewart) who yesterday thought I was referring to him about hon. members not speaking out. He spoke out on this question

and I agree with the general proposal he made the other day that the Government must relieve the municipalities of certain services and that then the tax rate can be struck in a manner that will be fair, just and bearable.

While the hon. Minister (Mr. Dunbar) has the estimates before the House, and while he has given a lot of very interesting and valuable information and opinions, all of which I think is very good and proper, Mr. Chairman, I think this would be a good time for him, on behalf of the Government, to announce policy on this question, in other words, to reply -- if I may put it this way -- to the proposals of the hon. member for York West (Mr. Brandon) and to the proposal of the hon. member for Parkdale (Mr. Stewart), not to speak of proposals which this humble member has made time and again. I think the Government owes it to its own supporters, to the entire House, and to the people of the Province to make a reply to the suggestions or proposals made in this House by the two hon. members I have referred to who undoubtedly gave expression to a widespread feeling and who did not speak in any partisan vein.

MR. DUNBAR: Mr. Chairman, I cannot express my own feelings now, in any case. The hon. Prime Minister (Mr. Frost) set up a Committee on which are two members of the Mayors and Reeves Association, one acting and the other alternating. It is up

to that Committee to make a report to the Government, it is not up to me to tell the Committee what they are going to do, and I certainly will not do that. It is much the same as the Committee which was appointed on the mining municipalities. They made their report to the Government, and the money they recommended appears right here in the Estimates. We will receive a report from this present Committee, although I am not saying we will pay 100% of what they recommend. I do not know what their report will be.

MR. OLIVER: Mr. Chairman, does the hon. Minister (Mr. Dunbar) think we will have that report for the next Session of the Legislature?

MR. DUNBAR: Oh, I would think so. Surely they will have some report by that time. Of course, I am not on the Committee. The only thing I had to do with it is that after the hon. Prime Minister (Mr. Frost) appointed the Committee, he was absent at the time of its first sitting, and I attended and wished them well. I did not offer them any special grants, as my hon. friend the member for St. Andrew (Mr. Salsberg) has said.

MR. SALSBERG: But you like giving gifts, don't you?

MR. DUNBAR: How the hon. member (Mr. Salsberg) can stand up in the House and make such a statement as he did, knowing that every amount which is given to every municipality passes in the

Estimates, and is published, I do not know. Every opportunity is given to check on those figures,

to see if I appear, in any way, to be treating one municipality in a different manner than others are treated. They are all treated on the same basis. It never was any different. The hon. member (Mr. Herbert) who represents the Cobalt district was in the Council at the time, and he knows about the money that was given them first. It was not in lieu of taxes on mines, or anything of the sort. They had a very bad fire in Cobalt, and wanted to buy a fire engine, and we gave them \$4,500. The representative of Cobalt claimed that was a grant I had given them.

MR. SALSBERG: No, it was a gift. That is exactly what I said.

MR. DUNBAR: Do you think there was anything wrong with it?

MR. SALSBERG: No, and that is why, Mr. Minister (Mr. Dunbar) I said that you are in a position --

MR. DUNBAR: Just a minute, I am speaking now.

THE CHAIRMAN: Order.

MR. DUNBAR: Temiskaming constituency, the Cobalt district, was represented and had been for a number of years by an Opposition member when I gave them the grant, so you cannot say I was playing politics.

MR. SALSBERG: The hon. Minister (Mr. Dunbar) just said it was not a grant.

THE CHAIRMAN: Order.

MR. DUNBAR: The Government decided they should be given \$4,500, The equipment cost \$9,000 and we paid half of it.

HON. DANA PORTER (Attorney-General): The riding changed after that grant, you know.

MR. SALSBERG: Mr. Chairman, I do not want to prolong this argument, but I do not see why the hon. Minister (Mr. Dunbar) should take exception to what I said.

MR. DUNBAR: I would not take exception if you would not chew the same thing over and over again.

MR. SALSBERG: Doctors say that chewing is very essential, and my experience with this Government, is that the more you hammer away at a point, the more likely you are to get results.

MR. DUNBAR: If hammering away gets something, you should be a mechanic.

MR. SALSBERG: I am very glad the hon. Minister for Municipal Affairs (Mr. Dunbar) appreciates my efforts. I hope people at large appreciate them as much.

MR. DUNBAR: I am sure they do.

MR. SALSBERG: Speaking very humbly, I think my efforts have benefited the people, perhaps indirectly in some way. The point I was making, Mr. Chairman, nevertheless is still correct, namely, that

the policy until now resembles more the handing-out of gifts and grants than it does a sound, scientific and clearly-understood policy of financial responsibility for services.

If the Hon. Minister of Municipal Affairs (Mr. Dunbar) does not want to make a statement at this time because a Committee is considering this problem, I can understand that, and I am not arguing with it. The only thing I hope is that the hesitation to make pronouncement of public policies will not be of the sort that we had with the Hope Report where for years every time we raised a question on education, we were told: "The hon. member cannot discuss that, there is a Royal Commission sitting."

MR. PORTER: When did I ever say such a thing?

MR. SALSBERG: And we waited and waited and finally the report came.

MR. PORTER: I never suggested you could not discuss education -- never.

MR. SALSBERG: And then nothing happened; now I hope --

MR. PORTER: Never did I say any such thing.

THE CHAIRMAN: Order.

MR. SALSBERG: All I want to say, therefore, is that I hope this Committee will not sit for five years, that we will not be prevented from hearing Government policy on this question, and I hope the

Government will not hesitate to pronounce a policy. I am sure the people of this province and all the municipal taxpayers will support this Government if they announce tomorrow that they are going to take over full responsibility for hospitalization, care of indigents, post-sanatoria care, to relieve them of some relief charges. I am sure the taxpayers will be very, very happy and will allow the Committee to sit as long even as the Hope Commission.

MR. CHARTRAND: Mr. Chairman, there is no question that the \$2 million subsidy is in the nature of a hand-out. There is no question also but there is at present a municipal-provincial committee sitting which will make a report to the Government. The question I am asking is what is the feeling of the Department and of the Government? Is assistance to the municipalities to be on a year-to-year basis, by way of adjustment, as circumstances may warrant, or is there a long-range policy aimed at aiding the municipalities by setting up a dividing line between what should belong to the provincial and what to the municipal authorities? Is there any settled policy or is it just a policy to be adjusted from year to year?

MR. DUNBAR: No, that would be a long-term policy. If the Committee recommended and the Government accepted their recommendation, that certain services be treated as a provincial responsibility, that would be established as a long-term

policy and not simply from year to year.

MR. GRUMMETT (Cochrane South): Mr. Chairman, the hon. Minister referred to the grants which are now to be made to mining municipalities. As you know, we have different types of municipalities; we may have one municipality which has not one mine in it. We may have another that has not one mine in it but has ten or twelve mines around its immediate perimeter.

MR. FROST (Prime Minister): Mr. Chairman, that matter will come up when we consider the amendments to The Assessment Act. We expect that will be either tomorrow or Monday, and the fullest explanation will be given at that time. The formula is quite a complicated one.

MR. GRUMMETT: If the hon. Prime Minister will permit me to have the greatest freedom when the Bill comes up, I will postpone my question.

MR. FROST (Prime Minister): Certainly, Mr. Chairman, the hon. member for Cochrane South will be given the fullest explanation. As regards the formula, it is too complicated for me but the Hon. Minister of Municipal Affairs thoroughly understands it and will translate the secret to the hon. member for Cochrane South.

MR. GRUMMETT: I obtained some information on it last year from Mr. McBain and others and I have a fair idea if it follows what is known as the McBain formula.

MR. FROST (Prime Minister): This is the McBain formula with some little improvements.

MR. DUNBAR: It is pretty much the same all the way through.

Votes Nos. 128 to 130 inclusive agreed to.

Estimates of the Department of Municipal Affairs agreed to.

MR. FROST (Prime Minister): Mr. Chairman, I move the Committee rise and report certain resolutions.

Motion agreed to.

The House resumes, Mr. Speaker in the Chair.

MR. A. W. DOWNER (Dufferin-Simcoe): Mr. Speaker, the Committee of Supply reports certain resolutions, begs leave to sit again and moves the adoption of the report.

Motion agreed to.

HON. L. M. FROST (Prime Minister): Mr. Speaker, tomorrow afternoon I would like to deal with the Estimates of the Department of Public Works and if possible go into Committee on the St. Lawrence matter. The hon. Minister (Mr. Challies) has been anxiously awaiting the calling of this Order.

MR. F. R. OLIVER (Leader of the Opposition): Will we have any second readings tomorrow?

MR. FROST (Prime Minister): If so it will be only on routine Bills, and if we have any further time we shall go into Committee

on routine matters.

Next week hon. members must be prepared to take any order that is left on the Order Paper.

MR. OLIVER: That is satisfactory.

MR. FROST (Prime Minister): We shall endeavour to deal with the Estimates in this order: Department of Public Welfare on Monday; Department of Lands and Forests on Tuesday, and the Department of Planning and Development on Wednesday. That leaves the Department of Reform Institutions, and the Department of the Treasury, which will be fitted in wherever convenient. We have, of course, a number of speakers still to be heard on the Budget Debate. After Monday we will have to take the legislation on the Order Paper as it comes along.

MR. OLIVER: There has been a definite slowing down in the answering of questions. There are still over forty on the Order Paper.

MR. FROST (Prime Minister): I shall work all week-end on the questions and get them ready.

MR. OLIVER: That should be acceptable.
Thank you.

MR. FROST (Prime Minister): I move the adjournment of the House.

Motion agreed to.

The House adjourned at 6.02 of the clock p.m.

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First Session
of the
Twenty-Fourth Legislature
of the
Province of Ontario

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Toronto, Ontario, February 21, 1952, et seq.

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Volume XXXII

Friday, April 4, 1952.

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HON. (Rev.) M. C. DAVIES, - Speaker.

T H I R T Y - S E C O N D D A Y

P R O C E E D I N G S

of the

FIRST SESSION OF THE TWENTY-FOURTH LEGISLATURE, HELD
IN THE PARLIAMENT BUILDINGS, TORONTO, ONTARIO, ON
THURSDAY, FEBRAURY 21st, 1952, et seq.

Hon. (Rev.) M. C. Davies, Speaker.

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Toronto, Ontario,
Friday, April 4, 1952.

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The House having met. 2 o'clock p.m.

Mr. Downer in the Chair.

Prayers.

MR. SPEAKER: Presenting petitions.

Reading and receiving petitions.

Presenting reports by Committees.

MR. J. YAREMKO (Bellwoods): Mr. Speaker,
I beg leave to present the Fourth and Final Report
of the Standing Committee on Legal Bills and move
its adoption.

THE CLERK-ASSISTANT: Mr. Yaremko of the
Standing Committee on Legal Bills presents the
Committee's Fourth and Final Report as follows:

Your Standing Committee on Legal Bills
begs leave to present the following as its Fourth

and Final Report:

Your Committee begs to report the following Bills with certain amendments:

Bill No. 91 - An Act to amend The Mechanics' Lien Act

Bill No. 93 - An Act to amend The Dower Act

Bill No. 125 - An Act to amend The Change of Name Act.

All of which is respectfully submitted.

(Signed) John Yaremko

Chairman.

Motion agreed to.

MR. SPEAKER: Motions.

Introduction of Bills.

TERRITORIAL DIVISIONS ACT

HON. D. PORTER (Attorney General) moves first reading of a Bill intituled, "An Act to amend the Territorial Divisions Act."

Motion agreed to: first reading of the Bill.

He said: Mr. Speaker, this Bill simply redefines the boundary between Algoma and Thunder Bay, straightens out the line and affects only Crown property.

PROFESSIONAL ENGINEERS ACT

HON. D. PORTER (Attorney General) moves first reading of a Bill intituled, "An Act to amend the Professional Engineers Act."

Motion agreed to; first reading of the Bill.

He said: Mr. Speaker, this amends the Professional Engineers Act in one or two minor

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respects. One is in connection with the by-laws as to the charging of fees to members of the Association, and the other is with respect to corporations and partnerships that carry on engineering businesses.

VOTERS' LISTS ACTS

HON. D. PORTER (Attorney General) moves first reading of a Bill intituled, "An Act to amend the Voters' Lists Act."

Motion agreed to: first reading of the Bill.

He said: Mr. Speaker, this Bill deals with a certain problem which has arisen in connection with municipal voters' lists. In some municipalities it has been found impossible to return the assessment rolls before October 1st, and where their elections are early, it has been impossible to revise and prepare the voters' lists after the return of the rolls before the election. This amendment will permit, in certain cases, the use of the lists from the preceding year as a starting point and the list will then be subject to revision in the same manner as if it had been prepared from the assessment roll as required by other sections of the Act.

There is also a section which authorizes the Lieutenant-Governor in Council to approve payment to the county or municipal judge for revising municipal voters' lists, and finally there is an amendment which removes, from the notices sent to persons complaining and complained against in respect of municipal voters' lists, the indication

that the Court is ordering such persons to attend. The Judge in these matters already has full power to act whether or not the parties are present.

THE SANDWICH, WINDSOR AND AMHERSTBURG
RAILWAY ACT, 1939

HON. D. PORTER (Attorney General) moves first reading of a Bill intituled, "An Act to amend the Sandwich, Windsor and Amherstburg Railway Act, 1939."

Motion agreed to: first reading of the Bill.

He said: This Bill, Mr. Speaker, brings the Statute under which the Sandwich, Windsor and Amherstburg Railway Company operates, into line with what is, in effect, the present situation established recently by an Order of the Ontario Municipal Board.

EDIBLE OIL PRODUCTS ACT

HON. T. L. KENNEDY (Minister of Agriculture) moves first reading of a Bill intituled, "An Act respecting Edible Oil Products."

Motion agreed to: first reading of the Bill.

He said: If I read one clause it will describe the Act:

"No person shall manufacture or sell by wholesale any edible oil product to which this Act applies without licence therefor from the Minister."

THE TREES ACT

HON. H. R. SCOTT (Minister of Lands and Forests) moves first reading of a Bill intituled,

"An Act to amend the Trees Act."

Motion agreed to: first reading of the Bill.

He said: Mr. Speaker, these amendments are as follows:

Section 1 which authorizes a County Council to issue debentures for the acquisition of land for reforestation, is amended so that the assent of electors will not be required.

In Section 2 cities, villages and townships of over ten thousand population are authorized to acquire land and carry on reforestation work. They are also permitted to acquire the land in another municipality with the consent of the Council, and are authorized to agree to make annual payments to the municipalities in which the land is situated as the land, being owned by the municipality, will be exempt from taxation.

THE FORESTRY ACT, 1952

HON. H. R. SCOTT (Minister of Lands and Forests) moves first reading of a Bill intituled, "The Forestry Act, 1952."

Motion agreed to: first reading of the Bill.

He said: Mr. Speaker, this Act will take the place of the Nursery Stock Act, the Private Forest Reserves Act, and it also contains some features of the Forestry Act and the Pulpwood Conservation Act, which are repealed by the new Crown Timber Act just introduced, and they apply

to nursery stock and reforestation of private land.

THE CHILDREN OF UNMARRIED PARENTS ACT

HON. W. A. GOODFELLOW (Minister of Public Welfare) moves first reading of a Bill intituled, "An Act to amend The Children of Unmarried Parents Act."

Motion agreed to: first reading of the Bill.

He said: There is no discretion granted the Judge in establishing a maintenance order in connection with a child of unmarried parents, except that maintenance payments must be made weekly. This amendment gives discretion to the Judge to set a lump sum or to pay at intervals other than weekly.

THE CHILDRENS' PROTECTION ACT

HON. W. A. GOODFELLOW (Minister of Public Welfare) moves first reading of a Bill intituled, "An Act to amend the Childrens' Protection Act."

Motion agreed to: first reading of the Bill.

He said: Mr. Speaker, this amendment simply clarifies the authority of the Department to pay expenses in connection with children in unorganized territories.

HOUSING UNITS FOR ELDERLY PERSONS

HON. W. A. GOODFELLOW (Minister of Public Welfare) moves first reading of a Bill intituled, "An Act to Authorize Provincial Grants to Assist in the Erection of Housing Units for Elderly Persons."

M tion agreed to: first reading of the Bill.

He said: Mr. Speaker, the purpose of this Bill, as the title indicates is to assist in the building of accommodations for elderly persons. It is a new policy. It is felt by the Government that there is merit in this proposed Bill. We are quite aware of the shortage of accommodation, especially of a type suitable for elderly people.

With the increasing number of elderly people which we have, we feel we are justified in assisting municipalities to enter into an agreement with the Federal Government.

Under Section 9 of the Housing Development Act the Central Mortgage will put up ninety per cent of the actual construction costs and the municipality which enters into the agreement, puts up the remaining ten per cent. In addition to that ten per cent, we find that the municipalities have much larger carrying charges, in some cases up to twenty per cent. For instance, under the agreement they enter into, there is no provision for the equipment that is placed in these housing units, such as electric stoves and refrigerators and the municipality must furnish the land and also the services.

We feel that we should assist the municipalities in this worthwhile effort to establish additional accommodation for the type of elderly person who is able to look after himself. The project which we have in mind which has brought about the Bill today, is one in York Township, in which the

ex-Reeve, who is now the hon. member for South York (Mr. Beech) was very much interested, and we are hoping that many other municipalities across the Province will adopt similar projects and will be only too happy to assist.

There will be no strings attached whatever to our grants. They are out-and-out grants. We do not propose to recover by amortization, which will be the case in so far as Central Mortgage are concerned, and also the municipality to a certain extent.

By the Bill we are granting fifty per cent of the cost to the municipality up to a maximum of \$500 per unit. In this particular project it represents about fifty per cent of the cost to the municipality.

ONTARIO CANCER INSTITUTE

HON. M. PHILLIPS (Minister of Health) moves first reading of a Bill intituled, "An Act to provide for the establishment of the Ontario Cancer Institute."

Motion agreed to: first reading of the Bill.

He said: Mr. Speaker, this is an Act to provide for the establishment of the Ontario Cancer Institute which will be composed of nine members appointed by the Lieutenant-Governor in Council.

These nine members will be made up of two persons representing and nominated by the Ontario Cancer Treatment and Research Foundation, and two persons

representing and nominated by the Board of Trustees of the Toronto General Hospital. The Chairman of this Committee will be the Chairman of the Board of Trustees of the Toronto General Hospital. Also two persons representing and nominated by the Governors of the University of Toronto, one person represented and nominated by St. Michael's Hospital, and one by Toronto Western Hospital.

(Take "B" follows)

The objectives of the Institute are to plan, construct, and establish buildings and other accommodations for research in cancer; second, the treatment of cancer, and third, the observation of and consultation with persons suffering from or believed to be suffering from, cancer.

DEPARTMENT OF EDUCATION ACT

HON. W. J. DUNLOP (Minister of Education):
moves first reading of Bill intituled, "An Act to amend the Department of Education Act".

Motion agreed to; first reading of the Bill.

He said: Mr. Speaker, this Bill contains two sections. The first section has to do with a form of contract to be made between a school Board, board of education, and the teacher. Recently, the Ontario Trustees Council of the Ontario Teachers Federation agreed on a form of contract and now it becomes necessary to define a "permanent teacher", "probationary teacher", "temporary teacher" and "occasional teacher", because the contract applies only to the probationary teachers and permanent teachers.

The second section of the Act gives authority to school boards, under certain conditions, to purchase milk for distribution to pupils in the schools under their jurisdiction.

MUNICIPAL DRAINAGE ACT

HON. G. H. DUNBAR (Minister of Municipal Affairs), moves first reading of Bill intituled, "An Act to amend the Municipal Affairs Act".

Motion agreed to: first reading of the Bill.

He said: Mr. Speaker, under the Act, as presently worded, bridges and water gates cannot be constructed or enlarged unless they are maintained under this scheme. The cost of such construction or enlargement is required to be paid to the owner of the land. By the amendment, the engineer is authorized, as an alternative, to provide for the construction or enlargement, whether or not it is to be maintained by the scheme. There has been a great deal of delay in building bridges, and has caused considerable trouble.

MR. SPEAKER: Introduction of Bills.

Orders of the day.

HON. G. A. WELSH (Provincial Secretary):
Mr. Speaker, I beg leave to present to the House, the following:

1. Report of the Ontario Food Terminal Board, Department of Agriculture, Ontario, for the year ending December 31, 1951.
2. Report of the Ontario Stock Yards Board, for the year ending June 30, 1951.

3. Report of the Statistics Branch,
Department of Agriculture, Ontario, for
the year 1950.
4. Report of the Minister of Agriculture,
Ontario, for the year ending March 31, 1951.
5. 75th annual Report of the Ontario
Agricultural College and Experimental Farm,
for the year ending March 31, 1951.
6. Report of the Minister of Agriculture
respecting co-operative marketing loans made
under the Co-operative Marketing Loans Act,
for the year ending December 31, 1951.
7. Report of the Ontario Veterinary College,
for the year ending March 31, 1951.
8. Sixth annual Report of the Department
of Travel and Publicity, Ontario, for the
fiscal year 1951-52.
9. Report of the Minister of Public Works,
Ontario, for the twelve months ending the
31st of March, 1950.
10. Annual Report of the Commissioner of
the Ontario Provincial Police from January
1st, 1951, to December 31st, 1951.

HON. W. S. GEMMELL (Minister of Mines): Mr. Speaker, before the Orders of the Day, I would like to draw to the attention of the House, that sitting in the Gallery to-day, from the district which I represent and have boasted about so much in this House, we have 26 students from the secondary schools of the Sudbury area. These students are here as guests of the Board of Education of the city of Sudbury, because of their particular abilities as students and the record of their studies during the past year. I would like to take this opportunity to tell the House they are in the gallery and to welcome them and say how happy we are to see them here.

MR. J. YAREMKO (Bellwoods): Mr. Speaker, I should also like to add a word of welcome as I am sure to all hon. members of this House, to some 80 students who are present with us today from Clinton Street School, with their teachers. Cosmopolitan as my riding is, the classes which are here today, are just as cosmopolitan. They are representative of the whole riding, and I am sure I am speaking on your behalf in extending them a very, very happy visit with us.

MR. T. D. THOMAS (Ontario); Mr. Speaker, it is a departure from the customary, but I too, would like to welcome 120 pupils from the Oshawa Wrinson Road School and also 43 students from the Whitby Public

School. I am sure we are very happy to have them here this afternoon. It will give them an opportunity of seeing the Legislature in action, and getting an idea of the Parliamentary procedure in our democratic way of life.

MR. SPEAKER: We also have 38 students from Glenwood School in Burlington, and I would like to extend to them a very cordial and warm welcome this afternoon.

There was something omitted from the notices placed on the hon. members' desks this morning, i.e. to the members of the Committee on Lakeshore Erosion and Water Levels. The time and place for that organization meeting was omitted.

It will be held in Committee Room No. 1, at 10 o'clock, Monday, April 7th.

Orders of the Day.

HON. L. M. FROST (Prime Minister): Mr. Speaker, before going into Committee, and before the Orders of the Day, I might say that the hon. Minister of Agriculture (Mr. Kennedy) and myself disclaim any idea of competing with the hon. member for High Park (Mr. Cowling). We give him the undisputed championship.

I move Mr. Speaker, that you do now leave the Chair and the House resolve itself into the Committee of Supply.

Motion agreed to.

House in Committee of Supply, Mr. Downer in the Chair.

DEPARTMENT OF PUBLIC WORKS

HON. F. S. THOMAS (Minister of Public Works):

Before dealing with the matters concerning estimates of the Department of Public Works I should like to say a few words regarding my esteemed friend and colleague, who until recently held the portfolio of Minister of Public Works as well as Minister of Highways (Mr. Doucett). The responsibilities of presiding over these two large Departments were very heavy and exacting and called for vision, strength of character and an abiding faith in the future of this province. During the war years very little new construction of Public Works could be undertaken and upon assuming office in 1943 as the war clouds began to break, plans were initiated by the hon. Minister (Mr. Doucett) to endeavour to meet the anticipated growth of many services rendered by the Government of Ontario for its citizens. The years following the close of the war have been difficult ones, every effort being retarded by the shortages of men or materials or both, including the shortages in steel on account of defense requirements. All these problems have been dealt with by the hon. Minister (Mr. Doucett) and a creditable list of public

buildings and works have been completed or are now under way. I feel sure that hon. members of this House have missed the genial member from Lanark and I am pleased to be able to say that he is making satisfactory progress towards recovery and we are looking forward to the day when he will be back in his accustomed place in Queen's Park.

May I now turn to a few things having to do with this Department and particularly with reference to the coming fiscal year, 1952-53.

First, I will indicate as I go along any new departures or indicated departures of policy in particular cases. The first thing which is somewhat of a change in policy, the establishment of regional offices.

Recently, I heard the hon. Minister of Health. (Mr. Phillips) outline the plans of his Department to serve all parts of the province more adequately by setting up Regional Offices in selected locations, to permit better health measures. The Department of Public Works faces a similar problem of administration, and to facilitate the supervision of construction jobs dotted all across this province, it is proposed to establish several Regional Offices in suitable locations. The first office is to be set up and will be established at the Head of the Lakes and will initially be the focal

point for Departmental control and supervision of all projects from Geraldton in the east to the Manitoba Border in the west. The many business matters now referred to Head Office for this area will be transferred to this office and it is expected that information concerning the numerous activities of the Department in this large area may be dealt with more expeditiously for the benefit of the citizens of this part of our great province. Insofar as possible, work will be carried out by contract and, where possible, by day labour obtainable within the Regional area.

If the establishment of Regional Offices is found to be satisfactory after a trial period at the Head of the Lakes, additional offices will be set up at other centres as may be deemed desirable.

I might say that has a two-fold purpose of trying to get the work done more expeditiously in the area, passing of accounts and getting cheques out to people who had worked, either contractors or individuals, and also for the reason that we will have greater knowledge from our own men. At the Head of the Lakes, starting early in May, we will open this Regional Office, and our Regional Offices across Ontario will be aligned with other Regional Offices as much as possible to have the utmost co-operation and lack of duplication.

For the information of the newly elected hon.

members of this House, I should like to say that the Department of Public Works is one of the oldest established Departments in this Government having been formed at the time of Confederation and being the parent of many of the newer Departments of the Government. The Departments of Labour and Highways were originally a Branch of this Department, and practically all Legislation passed by this House in one form or another affects the operation of this Department. If a Bill is passed to establish a new Branch of a Department or to increase the activities of an existing Department, Public Works is immediately faced with the problem of finding suitable accommodation for the necessary staffs required to carry out the Statutes passed by the Legislature. If we desire to increase the tourist trade, for instance, Public Works is immediately called upon to establish new Tourist Reception Centres, and we are always confronted with the problem of providing accommodation for those of our citizens who are taken mentally ill. Briefly this Department functions as the Landlord of the province seeking to provide the necessary accommodation required by all the Departments of the Government, including the construction of a wide range of engineering works in the northern part of the province for the storage of water, for navigation, protection

1. The first part of the report is a general
introduction to the subject of the study.
2. The second part is a description of the
methodology used in the study.
3. The third part is a description of the
results of the study.
4. The fourth part is a discussion of the
results of the study.
5. The fifth part is a conclusion of the
study.
6. The sixth part is a list of references.
7. The seventh part is an appendix.
8. The eighth part is a list of figures.
9. The ninth part is a list of tables.
10. The tenth part is a list of abbreviations.

of wildlife, and for Hydro purposes, and any Public Works constructed or completed at the expense of Ontario and not under the control of the Government of Canada and not otherwise provided by law, are vested in the Crown and under the control of this Department.

In order that the hon. members may be made familiar with the wide scope of the work done by the Department of Public Works for all Departments of Government, and without going into the details of numbers and costs, I should like, in brief fashion, to enumerate the many different types of buildings and other works carried out in recent years, currently underway or contemplated for construction in our future program.

I must point out, however, that my Department has experienced great difficulty in obtaining the required numbers of skilled technical personnel essential for the design and carrying out of our large work program, and that we have been further handicapped by the continuing shortages of building materials, particularly steel.

At the Agricultural and Veterinary Colleges at Guelph, we have carried out a large construction program since World War II. This work involved extensions to nearly all of the main teaching buildings at these Colleges and was urgently required,

immediately following the War, to accommodate the greatly increased student enrollment as a result of returning veterans electing to take Agriculture and allied courses under the veterans rehabilitation scheme.

Now that student enrollment has dropped back to normal after the post war peak years, the facilities for research work in Agriculture and Veterinary Science, are now receiving detailed study by the faculty members and the Department of Public Works Architectural staffs, with a view to developing plans for new buildings designed to provide the most up-to-date accommodation and equipment for research in all phases of these industries.

At the present time, we are building a piggery for general research in the important field of hog breeding, nutrition and housing at the Agricultural College, and at the Veterinary College a group of buildings is under construction for research in virus diseases of farm animals.

(TAKE "C" FOLLOWS)

1. The first part of the report
describes the general situation
of the country and the
state of the economy.
It also mentions the
main problems of the
country and the
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2. The second part of the report
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The setting up of a four-year degree course in Domestic Science at the MacDonald Institute, has required an increase in the teaching facilities, and for this purpose a large addition to the Institute is now under construction.

At the Western Agricultural School, Ridgetown, we recently completed a new Students' Dormitory Building with residence accommodation for 125 students taking the new two year course in Agriculture given at this school, and study is now being given to the design for a new school building.

Contracts have been awarded for the construction of a new engineering building at the Agricultural School at Kemptville, to replace a building destroyed by fire a little over a year ago.

Fruit Inspection Stations have been erected on the main highways at strategic points, selected by the Department of Agriculture, for inspection of farm products on the way to market. These buildings are located at Wheatly, on Highway No.3, Winona on the Queen Elizabeth Way, and Gravenhurst, on Highway No. 11.

The Farmers Market Unit of the new Ontario Food Terminal at Etobicoke, was completed recently and tenders will be called for the erection of the main group of buildings as soon as a permit is received from the Federal Government, which has placed this project on the restricted list owing to steel shortages.

FOR THE DEPARTMENT OF THE ATTORNEY-GENERAL:

Since World War II the scope of the work of the Ontario Provincial Police has been greatly increased and the Department of Public Works has been called upon to provide accommodation of various kinds for police work, particularly in the more remote areas of Northern Ontario. Police Detachment Buildings, which in each case provide a modern residence for the Police Officer in charge, and in some cases living quarters for additional constables and their families, as well as police officers, and cell blocks have been erected at the following locations in Northern Ontario:

Temagami
Matheson
Englehart
Pickle Lake
Red Lake
Armstrong
Nakina
Beardmore
Nipigon
Gogama
Atikokan
Hornepayne
Geraldton
Bancroft
Burks Falls, and
Bracebridge.

Construction of Police Detachment

Buildings including a combined residence, office and cell block unit, a separate residence for a second officer and his family, and a three-car garage with living quarters for two single constables, are now nearing completion at Britt, Ontario, on the new Trans-Canada Highway link between Parry Sound and Sudbury, and contracts have been awarded for a similar group of buildings to be erected in Schreiber on the

north shore of Lake Superior.

In Southern Ontario, and the larger centres in Northern Ontario, the expanding needs of the police force have been more easily met by the purchase and alteration of existing buildings, and in most cases large residences of a type no longer required for family housing have been purchased, and these buildings in addition to providing accommodation for police officers, have also provided living quarters for one or more police officers.

This type of accommodation has been provided at the following centres:

Port Arthur
Kakabeka Falls
Sudbury
North Bay
Ottawa (Billings Bridge)
Cobourg
Brantford
London
Owen Sound
Kitchener
Stratford (Sebringville)
Oakville
Minaki, and
Emo,

and arrangements are being made for the purchase of premises for this purpose at:

Chatham
Simcoe, and
Brighton.

New Police Detachment Buildings are contemplated for erection shortly at Ignace, Long Lac and Minden, and garages for police cars will be built at eleven locations mainly in Northern Ontario.

The establishment of a Provincial Police Radio Network has required the erection of transmitter

stations at fourteen locations throughout the Province of Ontario, and provisions for further extensions will be made as required.

Extensive renovations have been made in recent years to the court houses at:

Bracebridge,
Parry Sound
North Bay
Kenora, and
Port Arthur,

and this type of work is now under-way or will start shortly in the court houses at:

Fort Frances
Gore Bay
Sudbury, and
Sault Ste. Marie.

The renovation work in the court houses has included improvements to the plumbing, heating, and electrical lighting systems, acoustical treatment in court rooms, and improved exit facilities.

Improvements have been made to the.

Registry Offices at:

Fort Frances
Gore Bay, and
Fort William.

New Registry Office Buildings will be built, or additions made to existing offices, during the current fiscal year at:

Port Arthur,
Sudbury, and
Bracebridge.

FOR THE DEPARTMENT OF EDUCATION:

We have undertaken large work programmes at various normal schools and other special schools under their control. The work in the main has been

along the lines of removing fire hazards, improvements to exit facilities, overhaul of the plumbing and heating systems, and modernization of the lighting systems.

This type of work has been completed, or is currently under-way, in the normal schools at:

London
Stratford
Hamilton
Peterborough
North Bay, and
Ottawa,

and at the School for the Deaf, Belleville, School for the Blind, Brantford, and at the Mining School, Haileybury.

Contracts have been awarded for the erection of a new Junior School, Dormitory and Hospital Building at the School for the Blind, Brantford, and an early start will be made on a new normal school for Toronto. I cannot just tell you where the site will be, but we propose starting this year on the building of a new normal school for the city of Toronto, and the surrounding area.

Plans have been completed, materials purchased and other preliminary arrangements made for an early start on an addition to the Textile Institute at Hamilton.

FOR THE DEPARTMENT OF HEALTH:

That, incidentally, is the Department which asks us to spend more money than any other Department.

The growing need for more and more hospital beds in Ontario hospitals for the mentally ill and the feeble-minded has required the Department

of Public Works to exert its greatest effort toward the planning and execution of entirely new mental hospitals, and the expansion of the bed capacity at existing hospitals. Our efforts have been effective in bringing to completion, either by renovation of existing buildings, or by entirely new construction, the addition of 1,235 new beds in the past two years, and before the end of the current fiscal 1952-53 year, 1,960 additional new beds will be made available to the Department of Health.

A start will be made this year on the construction of new buildings at the Ontario Hospital School, Orillia, to provide 300 beds for patients in the two to six year age group and for isolation purposes.

The buildings now under way at the Ontario Hospital, Port Arthur, which will provide 460 beds this year, will be extended to increase the total capacity of this hospital to 900 beds in the current program.

The 600 bed addition to the Ontario Hospital, Brockville, and the erection of a new central kitchen, staff dining hall and stores buildings to serve the increased hospital capacity will also be completed during this fiscal year 1952-53.

At the Ontario Hospital School, Smiths Falls, the first group of buildings with a capacity of 900 beds was handed over to the Department of Health at the beginning of 1951, and a second 900-bed group will be ready for occupancy during this fiscal year

1952-53.

A start has already been made on the construction of the medical and surgical buildings at this hospital, and plans are being developed for the infirmary buildings, the school and assembly hall unit, and the administration building.

The capacity of this hospital will eventually be 2400 beds when completed.

The bed capacity of Ontario Hospitals for the mentally ill, will be further increased by the erection of a new hospital of 1200-bed capacity located in the North Bay area to serve the easterly part of Northern Ontario, and by the addition of a new building with accommodation for 100 patients at the Ontario Hospital, Toronto. May I say, however, as we complete the areas in Northern and Eastern Ontario, and get them served, and the patients confined to our hospitals in Southern and South-Western Ontario transferred to their own local areas, then, in conjunction with the Department of Health, we will be able to appraise our over-all hospital situation, and further buildings will be designed and developed, from then on.

When these large additions to the bed capacity of the mental hospitals in the Northern and Eastern parts of the Province are completed a redistribution of the patients will be made, locating them where possible in the nearest hospital to their homes, and future additions will then be made in that part of the province where the need is greatest.

THE HISTORY OF THE

REIGN OF

CHARLES THE FIRST

BY

JOHN BURNET

OF

THE UNIVERSITY OF OXFORD

IN TWO VOLUMES

LONDON

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IN TWO VOLUMES

LONDON

Property has been purchased and plans will be prepared for the construction of a new psychiatric hospital of 200 bed capacity and with complete outpatient department to serve the Greater Toronto area.

In addition to the new work at Ontario Hospitals, we have been carrying out large renovation projects at the Ontario Hospitals, Orillia, Kingston, Brockville, Hamilton, New Toronto, and smaller programs at other hospitals, all as required to generally improve the facilities of these hospitals, and mainly to remove fire hazards, particularly in the patients' buildings. Work of this nature will be continued and speeded up as the addition of new bed capacity in these hospitals allows for the evacuation of larger ward areas in the existing patients' buildings.

FOR THE DEPARTMENT OF HIGHWAYS:

The Department of Public Works has always been willing to render service to the Department of Highways in the matter of planning and consultation in their building problems, and in return we have had excellent co-operation from them in the laying out and carrying out of road developments required in connection with the establishment of new institutions and the maintenance and extension of the road system at existing institutions.

We are now preparing plans for buildings required by Division 6, engineering and equipment depot which is at present housed in a part of the former DeHavilland Plant at 1200 Sheppard Avenue.

Our architectural staff has in recent years

prepared plans and supervised the construction of numerous service buildings required by the Highways Department throughout the Province, particularly highway scale houses, garages, snow plow garages, and so forth. May I say, also, at this time, that we have a working arrangement, which we appreciate very much, with the property branch of the Highway Department, and they do all our land evaluating, buying, of buildings and sites, and the leasing of properties.

FOR THE DEPARTMENT OF LABOUR:

We have completed plans, called for tenders, awarded contracts and are now supervising the construction of a new head office building for the Workmen's Compensation Board on a site located on Harbour, York and Fleet Streets in the Toronto harbour area.

The Compensation Board have for some years occupied leased premises in the Canada Life Building, and have been required to vacate as the owners need the space for their own purposes.

FOR THE DEPARTMENT OF LANDS AND FORESTS:

We have over the past five years carried out a very extensive program of general construction including many types of special buildings required in forestry and wild life work, and in co-operation with the Department of Lands and Forests field forces, the Department of Public Works has financed and generally supervised the construction of a very great

number of smaller projects which on account of their isolated locations could only be done on a day labour basis.

Works of major importance carried out in recent years for this Department include the construction of:

A 50 plane capacity hangar and workshop at the Air Service Headquarters, Sault Ste. Marie.

New air service air bases, complete with residences for pilots and mechanics. Workshops and wharfs at such scattered locations throughout Northern Ontario as Red Lake, Pickle Lake, Eva Lake, Kenora, Sioux Lookout, Carey Lake, Remi Lake, Chapleau, Temagami, Kenogami, Oba Lake, Orient Bay, Gogama, Sudbury, Geraldton, and Lauzon Lake, and others.

The Forestry School at St. Nora's Lake near Dorset.

The large group of buildings comprising the Southern Research Station at Maple, which includes buildings for Silviculture and Fish Research, as well as workshops and the Headquarters Radio Transmitting Station.

A Pathological Laboratory Building for the Research Station at Maple Hill will be out for tender very soon, and an addition to the Department Files Storage Building also this location is underway at the present time.

A research station for work in connection with the commercial fishing problems of the Manitoulin

Area was constructed at South Bay Mouth, and includes a dormitory residence and laboratory, recently completed for the accommodation of employees and students doing summer work in this field.

The new entrance gate features the west entrance to Algonquin Park, and a Wild Life Museum in the park, will be completed in time for the opening of the coming tourist season.

The Regional Foresters' Headquarters Building at Port Arthur, is now in course of renovation to adapt this former Y.M.C.A. Building to the needs of this branch.

Two new Chief Rangers Headquarters Buildings have been planned for erection at Sault Ste. Marie and Trout Lake near North Bay.

Extensive renovations have been carried out at the Fish Hatcheries at Dorion, Hills Lake and Petawawa, and new hatcheries have been built at Westport and White Lake. Our future program for this Branch of the Department includes for the Renovation of the Hatcheries at The Soo, Codrington and Chatsworth, and improvements to the Deer Lake Hatchery.

Fifty new 80 feet to 100 feet High Steel Tower Lookout Cabins were purchased last year for the Department of Lands and Forests, and it is expected that additional towers will be purchased this year, if and when the steel supply situation eases off.

Many other projects of lesser importance are also included in our work schedule for the coming year, but to enumerate them, even in rough detail, would take considerable time.

FOR THE DEPARTMENT OF MINES:

We have rendered engineering assistance, and have recently borne the cost of renovation of portions of the plant and equipment at the Temiskaming Testing Laboratory at Cobalt, and our future program for this Department includes improvements and extensions to Mining Recorders Offices at Kenora and Swastika.

FOR THE DEPARTMENT OF REFORM INSTITUTIONS:

Over the course of recent years we have had the co-operation of this Department in the matter of assistance in carrying out our building projects at the reform institutions, by the use of inmate labour to the limit available, and this has had the effect of reducing our overall costs in this work. The products of the various inmate industries at these institutions have also been used to the limit available and at considerable saving in costs, particularly the Clay Products from the Brick and Tile Plant at Mimico, and the hospital beds, blankets, mattresses and similar goods from the reformatories at Guelph and the Mercer in Toronto.

The Department of Public Works has had a heavy program of work for the past five years at the various Reform Institutions, and our plans for the

dining hall, kitchen and stores building at Camp No.2.

Improvements and extensions will also be made to the reform institutions at Montielth, Galt, Cobourg, Brampton, Bowmanville and the Mercer Reformatory.

A renovation programme in District Gaol Buildings started since the war has resulted in removal of fire hazards in all district gaols and general improvement of the accommodations from the standpoint of the custody of inmates and the protection and comfort of the staffs.

FOR DEPARTMENT OF TRAVEL AND PUBLICITY:

In the past and since the inception of the Department of Travel and Publicity our Department has carried out the construction requirements in setting up Tourist Reception Centres at the points of entry to Ontario from the United States and the adjoining provinces, and have maintained the buildings and made improvements as required.

Our immediate plans include for the erection of a new Reception Building at Middle Falls near Pigeon River, as well as improvements and extensions at other points.

FOR DEPARTMENT OF PUBLIC WORKS BUILDING PROJECTS:

If and when the restrictions imposed by the Federal Government barring the use of steel in the construction of buildings for office purposes are removed, the Department of Public Works will be

coming and future years cover an even larger schedule of operations.

The modernization of the Brick and Tile Plant at Mimico, started immediately following World War II, has been substantially completed with the exception of the drying kilns which will be renovated during this fiscal year, and a start will be made on renovations and extensions to the Inmates Dormitory and other accommodations at Mimico.

The new fifty bed hospital building for inmates at the Guelph Reformatory will be completed this year.

Work in connection with the establishment of new industrial farms at Burritts Rapids and Burtch has been substantially completed, and further extensions and improvements will be made from time to time at these locations as required.

The extensions built since World War II at the Industrial Farm, Burwash, include 62 housing units for staff, a potato storage warehouse of a new design, a new sawmill, water systems for Camps No. 1 and 5, a large addition to the public school for staff children, and many other work items of lesser importance.

The new gymnasium building which has been built, using the main structural members of an army drill hall, taken down and transported from the army basic training camp at Cornwall, is now nearing completion.

Our future program for Burwash, provides for the erection of a new central heating plant and central

in a position to call for tenders, from plans and specifications already prepared for the erection of a new Treasury Building in Queen's Park, and a new office building to be built in the Osgoode Hall area as an Annex for accommodating the Public Trustee, the Official Guardian and other branches of Departments whose location in the downtown area would be of great convenience to the public.

(Take "D" follows)

The work of removing fire hazards in the East Wing of the Parliament Buildings by progressive removal of non-fire resisting construction, and its replacement in fire resisting materials, will be continued, but the progress will continue to be limited, owing to having to carry on the work in limited areas and without interfering with the normal operations of the Departmental Offices in this wing of the Buildings.

The Bell Telephone Company is making good progress in the installation of the new automatic dial system in the room assigned for this new exchange, on the seventh floor of the East Block, and barring unforeseen delays it is expected that the new system will be in full operation by mid-summer, and I can assure the hon. members that everything has been done to make this system the last word in telephone efficiency so that the shortcomings of the old system, which had been extended to its limit and beyond, will soon be forgotten.

The existing telephone service which is operated manually provides

80 Trunk Lines and
692 Locals.

The new automatic system will provide for
110 trunk lines.

1400 locals will be provided in the initial accommodation, which can be expanded to provide 2500 locals to take care of new office building extensions to be erected in Queen's Park.

15. Dams, Docks, Locks

In addition to the construction, repair and alterations to the many public building and mechanical services connected therewith, the Department constructs and maintains Dams and Docks in many locations throughout the north country. These Dams are used to regulate and maintain water levels for navigation, forest protection, preservation and propagation of the fish and wildlife, and in some cases for lumbering and Hydro projects.

During the fiscal year 1951-52, five concrete Dams were constructed, one in Muskoka and one in Haliburton, one in Algonquin and two in the Sudbury-Sault Ste. Marie area. A large concrete Dam is under construction across the Manitou River in Rainy River District and the construction of a deep concrete Dam across the Pickerel River in Parry Sound will be continued as soon as weather permits.

Plans are being prepared for the reconstruction of the Port Carling Locks in Muskoka ~~xx~~ and it is planned to award a contract for this work to be undertaken as soon as possible in this fiscal year. A large Dam will also be constructed on the Kapuskasing River in Algoma and many other smaller projects will be carried out which time does not permit me to enumerate.

IN THE SEVENTEENTH CENTURY

BY JOHN VAN DER HAEGHE

EDITED BY THE VICE-CHANCELLOR

OF THE UNIVERSITY OF LONDON

AND THE SECRETARY

OF THE SOCIETY

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16. Provincial Aid to Drainage Act

The Government grants financial assistance under the provisions of The Provincial Aid to Drainage Act, to municipalities to carry out construction and improvement work in connection with Farm Land Drainage under The Municipal Drainage Act. The grants are paid to municipalities who petition the Lieutenant-Governor in Council, in accordance with the requirements of the Act, and after inspection and favourable report by the Department Civil Engineer.

During the fiscal year 1948-49, eighteen petitions for assistance were received and nine 20 per cent grants were paid, all on projects costing more than \$10,000.00, which was the requirement at that time.

At the beginning of the fiscal year 1949-50 the cost requirement for a drainage scheme to be eligible for financial assistance was reduced to \$5,000.00. Forty-three petitions were received during that fiscal year and twenty-three grants were paid at the rate of 20 per cent.

At the commencement of the fiscal year 1950-51, the cost requirement was eliminated, and the grant increased from 20 per cent to 33 1/3 per cent. Three hundred and twenty-nine petitions for assistance were received and fifty-seven grants paid during the year. The principal reason for the rather small proportion of schemes receiving

grants was that the municipalities had not sent in the necessary financial statements on which to base the grants by the end of the year.

During the fiscal year 1951-52, three hundred and seventy-three petitions were received and one hundred and fifty-nine grants were paid.

17. Remedial Works

The Dominion and the Province have jointly contributed to assist municipalities with special problems such as the flooding along the east side of Lake Nipissing in the North Bay area, along the shore line of Lake Erie to protect the Burk Drainage Scheme in the Township of Harwich, and a similar proposal has been made to Ottawa to contribute on a 50-50 basis for shore line protection of the East Marsh Drainage Works in the Township of Mersea, County of Essex. A grant will also be made to dredge the mouth of the Neebing River at the City of Fort William, the Dominion also contributing to the cost of this project. Assistance will also be given to other smaller projects.

During my short period as Minister of Public Works, I have realized that the program of this Department lays the basis for other Departments of the Government for rendering the many beneficent services for the people of this Province and I wish to assure this House that I shall press forward this program as quickly as

conditions will permit.

In conclusion may I say that in assuming this office in October I naturally was not able to work extensively at it until the morning of October 23rd and after that I took, of course, a very definite and a really longer time than I had up to the 22nd of October.

However, I do want at this time to pay tribute to the loyal people on the staff of the Department of Public Works. I have no intention of singling any person out except to say that they have been most kind and generous of their regular time, their overtime, their advice and their assistance, and I wish to place on the record my sincere appreciation of that.

Mr. Chairman, if I may join the hon. Attorney General (Mr. Porter) on the front bench I shall be happy to present to you the Estimates for the coming fiscal year.

MR. W. J. STEWART (Parkdale): Mr. Chairman, I would like to congratulate the hon. Minister of Public Works (Mr. Thomas) on his presentation. May I ask a question or two?

First of all I would like to say it is very good news about the improved telephone service, and I would like to register my appreciation for the very courteous attention we receive having regard to the limited facilities they have to work with.

As you enter the Buildings there is every

evidence of good housekeeping. No matter when you come in, the staff and the assistants are very helpful and when you get to a Department you are efficiently served.

The question I want to ask is this: If you are a motorist, how do you get in. I was going to say that no matter when you come, at any time of the year, you will find all around the Buildings most of the space taken up with parking, and at the northwest corner double parking, which is a traffic hazard. I am going to most respectfully suggest, Mr. Chairman, and through you to the hon. Minister that it might be well for the Department to consider acquiring from the City land at the corner and to take some steps to have a supervised, well-regulated parking lot for people who wish to do business in the Buildings.

MR. THOMAS: May I answer that question by saying that we have parking plans prepared for this area around here. They are not yet public, but I can assure you that there will be parking space kept vacant for the hon. members of this Legislature, and the public who might wish to do business here. The matter of securing extra space is under consideration. As to where that is, and what it is, I cannot give you a definite answer.

On Vote 168:

MR. OLIVER: On 168, Item 4, Mr. Chairman,

I believe there should be some explanation of the insurance item, which was \$10,000 last year and \$40,000 this year. There is probably a good explanation for it, but I would like to have it.

MR. THOMAS (Elgin): In answer to your question; on the Parliament Buildings, the premiums are payable every three years and will become due on May 1st this year. The amount is \$28,000 odd on this building. On the old Sick Children's Hospital at 67 College Street the premium is about \$1,400, and contingencies, \$10,460 -- added together, \$40,000.

MR. OLIVER: Is there insurance carried on all public buildings?

MR. THOMAS (Elgin): No.

MR. OLIVER: Will the hon. Minister break it down as to buildings?

MR. THOMAS (Elgin): I did break it down here. The only other insurance we provide is on construction jobs that we are completing. Generally speaking, the Government does not carry insurance. For instance, on the Ontario Hospitals at Kingston, Port Arthur, St. Thomas or Woodstock; we carry our own risks and on practically all the buildings we own.

Vote No. 168 agreed to.

Votes Nos. 169 to 177 inclusive agreed to.

On Vote No. 178:

MR. OLIVER: On 178 did I understand the hon. Minister to say that the Department of Public

Works was building a new office for the Public Trustee?

MR. THOMAS (Elgin): It is in the planning stage. We are not building it in this fiscal year but it is in the planning stage. I might say that the plans are there and when the Federal Government releases steel, that will be a project to plan for in the future.

MR. OLIVER: But it will be built by the Department of Public Works?

MR. THOMAS (Elgin): I understand it. The plan is prepared and we own the property which we are now leasing for parking space.

Vote 178 agreed to.

Vote 179 agreed to.

On Vote 180:

MR. OLIVER: On Vote 180, Mr. Chairman, in Item 2, what is proposed to be done with the \$400,000 on the Grand River this coming year?

MR. LEAVINE: On this item 2 in Vote 180 the circumstances are peculiar to North Waterloo, and I assume that if the Federal Government will accept the petition to have the dam constructed on the Conestogo, this money will really be expended this year.

MR. OLIVER: I would like to hear the hon. Minister on it, if you don't mind.

MR. THOMAS (Elgin): Yes, it covers what is known as the Glen Allan dam. That is our

estimate by Planning and Development toward which we will share amounting to 37 1/2 per cent, and 37 1/2 per cent is to be received from the Federal Government.

MR. OLIVER: Your entering the scheme actively depends on the Federal Government? If they do not come in, you do not come in?

MR. THOMAS (Elgin): We just pay. It is up to the Department of Planning and Development. We are just the cash end of it.

MR. OLIVER. This item 3 of 180: is that to be an annual item, for that dredging in the Muskoka Lakes? It was in last year, too.

MR. THOMAS (Elgin): It is always provided, in case it is needed. You cannot tell. The Dominion has a responsibility, and you cannot tell when they are going to exercise it. It is provided there and it is used when necessary.

MR. OLIVER: Can the hon. Minister tell me how much of the \$30,000 was expended last year?

MR. THOMAS (Elgin): None was spent last year. Vote 180 agreed to.

HON. L.M. FROST (Prime Minister): Mr. Chairman, I move the Committee rise and report certain resolutions.

Motion agreed to.

The House resumes: Mr. Beckett in the Chair.

MR. A. J. DOHER (Dufferin-Simcoe): Mr. Speaker, the Committee of Supply reports certain

resolutions, asks leave to sit again and moves the adoption of the report.

Motion agreed to.

HON. L. M. FROST (Prime Minister): Mr. Speaker, I move that you do now leave the Chair and the House resolve itself into a Committee of the Whole.

Motion agreed to.

The House in Committee, Mr. Downer in the Chair.

ST. LAWRENCE SEAWAY DEVELOPMENT

CLERK OF THE HOUSE: 12th Order, House in Committee on Bill 68, "An Act to approve an agreement between Canada and Ontario respecting the generation of electrical power from the International Rapids Section of the St. Lawrence River."

MR. OLIVER: Mr. Chairman, I presume the hon. Minister is going to speak on this Bill. Could we have the hon. Minister's speech and then hold the Bill to the first of the week? The hon. member for Stormont (Mr. Manley) is very interested in this.

He had to leave a few minutes ago to catch the four o'clock train. Perhaps we need not finalize this this afternoon, unless there is some urgency.

MR. FROST (Prime Minister): I would like to meet the convenience of my hon. friend (Mr. Oliver).

MR. OLIVER: He has several questions ready which he would like to ask.

MR. CHALLIES: We can easily anticipate his questions and answer them. I think I know pretty well what they are.

MR. FROST (Prime Minister): I shall make this arrangement if this will be satisfactory to the hon. Leader of the Opposition (Mr. Oliver) The hon. member for Grenville-Dundas (Mr. Challies) will go ahead, and we can go through these Bills but we will not report either of them. We will hold them over and the hon. member for Stormont (Mr. Manley), when he comes back on Monday, can look over what has been said, and can then ask any question. We will not have the Bills reported until he has had that opportunity. Would that be all right?

MR. OLIVER: Does the hon. Prime Minister mean that we will go back into Committee on the Bill again?

MR. FROST (Prime Minister): Oh, yes.

MR. OLIVER: On that understanding, I am perfectly satisfied.

(Take "E" follows)

[illegible]

HON. G. H. CHALLIES (Minister without Portfolio): At the outset, I would say that Bills No. 68 and 69 are complementary Bills, so that the remarks on the details of this Bill will apply to Bill No. 68 as well as to Bill No. 69. Some hon. members have asked me about certain details of the plans, and without taking too much time, I will go into the different agreements through the past years, which have led up to the situation as it is today, and to explain the situation as it is today.

Bill, No. 68; the first page is a report by the engineers dated November 16, 1926. It is really the first report of a joint board of engineers, and which was the outcome of a request made to Hydro about 1922 for a report on how the international section of the river could be developed for power and navigation. That was reported on in 1924. Several suggestions were made as to how the St. Lawrence should be developed -- I am referring to the international section, for power and navigation -- but no definite recommendations were made. Rather, a recommendation was made that further study should be made by a joint engineering board. The joint engineering board, consisting of three engineers appointed by the United States and Canada, made a study and this report dated November 16th, 1926, was really the first technical report, on the methods

of developing the international section of the St. Lawrence river for both power and navigation.

This report in 1926, states that the St. Lawrence Waterways project is found from an economic as well as from an engineering point of view, and provided for two alternative plans for the navigation. One plan was an all-Canadian canal and the second was a Canadian canal as well as an American canal or a canal and locks on the American side, and on the Canadian side. It also made the suggestion that the St. Lawrence could be developed for power on two different schemes. The first was a single stage plan with a powerhouse and dam at the foot of the Long Sault Rapids on Barnhart Island. The next was a double stage scheme. The first scheme would have about 80 feet and develop all the power at one place; the second scheme was a two-stage scheme which provided for a dam at Long Sault Rapids and the second stage was on Crysler Island, about 18 miles up the river, with a head of 56 feet at the Long Sault and 24 feet at Crysler Island, about 80 feet altogether. In each case, the powerhouse would be one on the Canadian side as well as one on the American side. There was nothing conclusive or definite about it, but you will see in this Bill regarding the agreement between the Dominion and the province, that navigation is referred to with 27 foot depth in the channels and 30 feet over

the lock sills. I mention that because that was the first conclusive, or, at least, the first engineering report as far as the international section of the St. Lawrence river was concerned.

We had a report in 1932 and it was signed by the Rt.Honourable R. B. Bennett, who was Prime Minister of Canada and Premier George S. Henry, for the province. This was a scheme called the "Two-stage Scheme", which called for the international section of the river being developed by means of two powerhouses, the same as one of the alternatives suggested in the 1926 report. The first stage was to be at the foot of Barnhart Island with an installed capacity of 1,607,000 horsepower; the second at Chrysler Island with an installed capacity of 592,960 horsepower, or a total of 2,199,960 horsepower. In each case, there would be a Canadian powerhouse and an American powerhouse, one on each side of the international boundary line. I mention the horsepower, because it is rather significant that there is only a matter of 40 horsepower between the installed capacity in the 1932 agreement and the 1941 agreement, which I will describe later. As far as navigation is concerned, there was a 14 foot canal on the Canadian side and a 27 foot canal on the American side.

Regarding the cost of the work for navigation, which

is a Federal responsibility; Canada assumed the responsibility for all the costs of navigation. The power works costs were assumed by the province of Ontario, as a responsibility of the province. The work common to both power and navigation were divided on an improved basis as between power and navigation, but the actual construction was the responsibility of the Dominion Government while the Ontario power costs was at a fixed basis, payable to the Dominion Government, as the Dominion Government was responsible for the complete construction of the works. The terms of payment to the Dominion were very acceptable, and depended upon the ability of the province to assimilate the power as generated. The terms of the agreement provided that if the contract was not agreed to by the United States and Canada inside of three years, it lapsed.

That is the 1932 agreement, as it is referred to. As far as flooding was concerned, in Dundas county, Iroquois was flooded, Morrisburg could be diked, and very little farmland would be flooded. In Stormont, no towns and but very little farmland was flooded.

This plan would have preserved all of our towns and villages except Iroquois, would have preserved our historic churches, historic sites, the picturesque shoreline and highways, with a minimum

of flooding. In the light of present-day conditions, it is most regrettable that the Governments in Ontario and Ottawa did not press this development, as it would have saved millions of dollars in construction and the power generated would have been worth more millions to the power users. The proposed two-stage development made the assimilation of power an easy matter and the financing would not have been a problem. This, as I have said, died a natural death because nothing was done inside of the three years.

Then, the next step in the plan, was the 1941 plan and is referred to as the "Controlled single-stage Project", reversing the 1932 plan of a two-stage and accepting the plan of a single stage. This agreement was signed by the Prime Minister, the Rt. Honourable William Lyon McKenzie King and Mr. Hepburn, Premier of Ontario, for the province. This single-stage project had one power dam at the foot of the Long Sault Rapids and a control dam at Point Iroquois, with 1,100,000 horsepower installed at each powerhouse, one situated on each side of the international boundary. For navigation, the same as in 1932, a 14 foot canal on the Canadian side and a 27 foot lock and canal on the American side of the river. The division of costs in this was practically the same as in 1932. The biggest difference was in the flooding which entails

the flooding of between 10,000 and 11,000 acres of land, four-fifths in Stormont County, two towns in Dundas County and six villages in Stormont County.

It is important to know that the 1941 controlled single-stage development is the one still before the United States Congress for approval. I want to emphasize that: the plan today that is before the Governments is the 1941 plan, single-stage development of which I have given you the particulars. The details of the plan, the estimated costs, and all other details are the responsibility of the Dominion Government, through its Department of Transport, and until such time as action is taken by the United States Government, to either accept or reject, there is no authority or no one charged with the responsibility, other than the Dominion Government, for any of the details of plans and planning.

The important fact to remember is, that if the present plan, agreed to by the Dominion of Canada and now before the Government of the United States, is approved, then the Canadian share of the work will be carried out by the Dominion Government. The province will simply be responsible for designing and installing the generating, transmission and transforming equipment paid for by The Hydro-Electric Power Commission of Ontario, and its share of the common works will be paid

E-7

for by the Hydro Commission as agent for the province,
to the Dominion Government.

(TAKE "F" FOLLOWS)

If the present, proposed 1941 agreement between the two Federal Governments is rejected by the United States, then the position ~~xxx~~ will be as follows:

1. For Navigation:

The Dominion Government has agreed to construct the Seaway on the National and Canadian side of the International section as an all-Canadian project and assume the cost of the works.

2. For Power:

On the International section the two Federal Governments have agreed to submit an application for the right to develop power in this section, with the basic plan for power the same as in the 1941 proposed agreement, upon behalf of the Province of Ontario and the designated authority on the United States side, to the International Joint Commission under the Boundary Waters Treaty. If this application is approved then, as far as Ontario is concerned, Dominion Bill No. 34, "An Act Respecting Construction of Works for the Generation of Electric Power in the International Rapids Section of the St. Lawrence", which is an agreement between the Province of Ontario and the Dominion of Canada, will become operative.

Then Bill No. 68 ratifying the agreement between the Province of Ontario and the Dominion of Canada will become operative and Bill No. 69 assigns all Provincial rights and responsibility

for the works held by the Province to The Hydro-Electric Power Commission of Ontario and The Hydro-Electric Power Commission becomes responsible for the works. The cost of this shall be paid for out of funds raised by The Hydro-Electric Power Commission except what works are necessary for improved canals and locks, which will be paid for by the Dominion Government.

On the United States side of the International section, The Hydro-Electric Power Commission of Ontario will construct the works in conjunction with whatever State or Federal authority is designated to do the work on United States side.

That may perhaps appear contradictory, but when the authority in the United States has been designated for the purpose of constructing the works on their side, then the Hydro-Electric Power Commission of Ontario will, of course, co-operate and work with them on the Canadian side.

From this short resume, it will easily be seen that until such time as The Hydro Commission is definitely charged with the responsibility of the works, which means that the original 1941 agreement has been rejected, and the application before the International Joint Commission approved, the only plan with detailed estimates which will be available is the one sponsored by the Dominion Government under the 1941 agreement, and no other body can speak with authority and in detail of

the proposed development. The 1941 proposed agreement, with appendices, gives the answer in detail as to the cost, etc. of the proposed development.

The cost of the proposed development taken from the 1941 agreement, brought up to 1950, is as follows:

238-242 Controlled Single-Stage Project
(December-1950 Cost Level)

| | |
|---|-----------------------|
| Works solely for Navigation | \$ 75,504,000 |
| Works primarily for Power | 187,237,000 |
| Works common to Navigation
and Power | <u>211,953,000</u> |
| Total | <u>\$ 474,694,000</u> |

Synopsis of the 1952 Bills:

The 1952 Bills simply provide that the basic plan of the development, as outlined in the 1941 Controlled, Single-Stage Project, 238-242, with all its ramifications, shall be the basis of the works, and the work shall be carried out by The Hydro-Electric Power Commission of Ontario as Agent for the Province of Ontario concurrently with the authorized body or authority on the United States side of the boundary.

MR. W. L. HOUCK (Niagara Falls): Mr. Chairman, may I interrupt with a question along that line? Will the United States contribute towards that?

MR. CHALLIES: Yes. That is the total estimated

cost of the project, and they will pay their share, amounting to one-half.

Some confusion has arisen in the term "All-Canadian Seaway" or "All-Canadian Project". That is not new. If I remember correctly it was in 1924 that the Convention in Winnipeg adopted a Resolution that the seaway would be built as an All-Canadian seaway, and that is what is referred to when we speak of the seaway as an "All-Canadian project." That refers only to navigation and to the power works in the Ontario Section, or in the Province of Quebec. On the International section -- and this is what we should remember -- the canal and locks will be on the Canadian side, but no works can be constructed for power without a corresponding agent on the American side of the International boundary line, so that when we speak of an "All-Canadian project," let us remember it refers to a canal. As far as power is concerned, there must be some authorized body with which to work on the other side of the International boundary.

I have given this review because in it hon. members will find an answer to questions placed on the Order Paper, as well as those I know the hon. member for Stormont (Mr. Manley) will ask. He has asked: What will this cost? What will that cost? What will be done with this? What will be done with that? The answer is, the whole thing is incorporated in the 1941 agreement, and if you

look at the Bill, you will find in the appendices on page 7 annexed to the Canadian-Ontario agreement, what will be done in detail. That is an exact copy of what is included in the 1932 and 1942 agreements, and in the Dominion Act.

To sum up, when completed the development under this scheme will be one of the largest single-stage power projects on this continent, and will provide Ontario and New York with 1,100,000 horse-power each, or approximately 6,300,000,000 kilowatt-hours. May I point out to hon. members that because of the regularity of flow of the water and because of the tremendous storage capacity, this development will be what is termed a high-load factor plant or plants. That means the capacity of the plant can be run for a greater number of hours and will produce more kilowatt-hours than it could on a river where there is less flowage, and after all the value of the plant is in the number of kilowatt-hours it can produce.

The sequence of events, when considered with Niagara, would be that the first tunnel development, providing water for the Sir Adam Beck Generating Plant No. 2, which is now under construction at the Falls, will carry us through to 1954-55. If the Commission or the Government had the say, we would so arrange our plans of construction so as to start on the St. Lawrence

immediately so that inside of five years we would have power flowing from the St. Lawrence, as it would take about five years to construct the project sufficiently to obtain power from the first units. Then as we progressed and used the generating capacity from the St. Lawrence, the next step would be the second unit and completion of the other four units at the Sir Adam Beck Generating Plant No. 2.

MR. HOUCK: That would be the second tunnel, the twin tunnel, you are talking about?

MR. CHALLIES: Yes, that would be the second tunnel. That would produce sufficient water for the other four or five units. In other words, the St. Lawrence logically should come in between the two. St. Lawrence power will be cheaper than the second tunnel at Niagara, and I think I am safe in saying that as far as kilowatt-hour price is concerned, it will be much less because, as I said, of the tremendous storage on the St. Lawrence.

MR. HOUCK: Supposing you do find a power partner from the United States within a year or two, will you immediately start the twin tunnel at Niagara Falls?

MR. CHALLIES: If New York State is charged with the responsibility, as the hon. member knows, they are willing to go ahead immediately, and I think the same would apply if some Federal authority is appointed. We need

The first part of the paper discusses the importance of the study of the history of the United States. It is argued that a knowledge of the past is essential for a full understanding of the present. The author then goes on to discuss the role of the government in the development of the country. He argues that the government has played a crucial role in the growth of the nation, and that it is essential for the government to continue to play this role in the future. The author then discusses the role of the individual in the development of the country. He argues that the individual has played a crucial role in the growth of the nation, and that it is essential for the individual to continue to play this role in the future. The author then discusses the role of the community in the development of the country. He argues that the community has played a crucial role in the growth of the nation, and that it is essential for the community to continue to play this role in the future. The author then discusses the role of the nation in the development of the world. He argues that the nation has played a crucial role in the growth of the world, and that it is essential for the nation to continue to play this role in the future. The author then discusses the role of the world in the development of the future. He argues that the world has played a crucial role in the growth of the future, and that it is essential for the world to continue to play this role in the future.

an authority in the United States, certainly, to go ahead with their share of it, and we do not anticipate any trouble whatever so far as an authority to do the work there is concerned.

The hon. member for Stormont (Mr. Manley) is interested in the estimates for the restoration of the Towns of Iroquois and Morrisburg, as well as the five villages there. That is all included in the 1941 report, and if information is required which does not appear there, details will have to be secured from the Department of Transport at Ottawa, because they have prepared the estimates and know what they are. Similarly, there will be 26 miles of No. 2 Highway to be built and $17\frac{1}{2}$ miles of railway. It is estimated it will take five years to complete the project.

I have emphasized the All-Canadian seaway. In the case of power, each jurisdiction will have its own power house, but it is provided that there will be joint control of the use of the water.

I believe I have answered all the questions that have been asked, as well as questions that may arise in the minds of hon. members. Until such time as Washington definitely states what it is going to do, no one on this side is charged to make any commitments other than those incorporated in the 1941 agreement. That agreement is available to anyone who wants it, and can be procured from the Department of Transport at Ottawa. That

Department has the report, with a break-down of the estimates of cost, and all information.

MR. HOUCK: As I understand it, then, the Towns of Iroquois and Morrisburg will be rehabilitated. That is in the old agreement, is it not?

MR. CHALLIES: Yes.

MR. HOUCK: And the loss of the tax revenue they suffer, I mean through the loss of tax revenue and the impairment of the security of their debentures, will all be taken care of?

MR. CHALLIES: As I say, it will be taken care of, according to the 1941 agreement.

MR. OLIVER: Mr. Chairman, in the appendix to the Canada-Ontario agreement, to which the hon. Minister referred, No. 8, I was interested in the reference made to the rehabilitation of the Towns of Iroquois and Morrisburg. Why are they particularly mentioned? There will be other communities affected, will there not?

MR. CHALLIES: I have nothing to do with that. It was in the Dominion Estimates. There are five or six villages there, and I think you will find the Estimates cover the cost of them. They are police villages, I believe; they are not incorporated, and they will be included in lands outside what will be in the flooded area.

MR. HOUCK: Is a special Board or Commission being set up for the St. Lawrence development?

MR. CHALLIES: Provision has been made for a Board, but again, as I say, you cannot spend money now. You can only go so far into the future because we do not know when or if we will be charged with the responsibility of carrying out this work. We hope the 1941 agreement will be ratified, and then that will all be looked after.

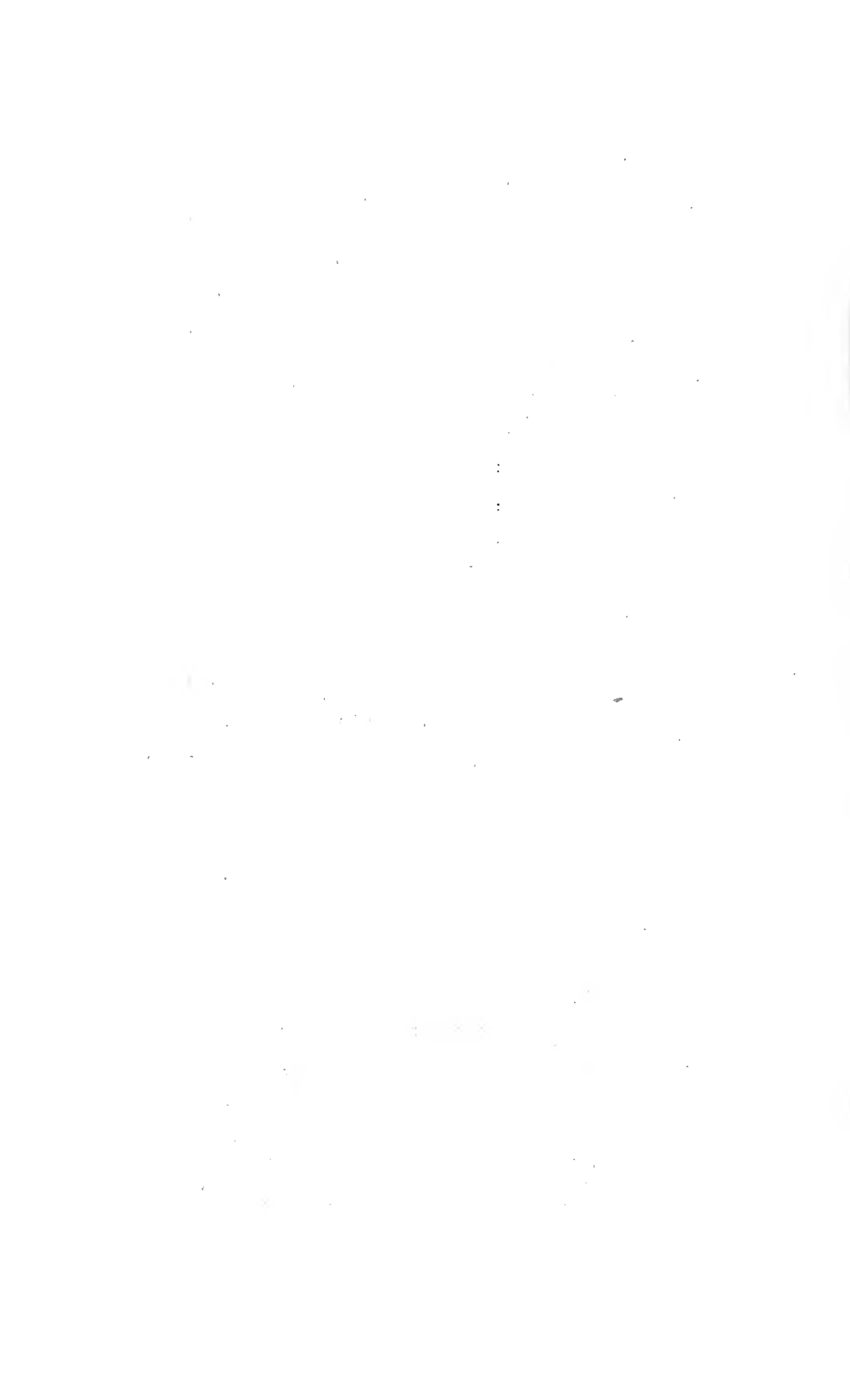
MR. HOUCK: There have not been any appointments made to this Board as yet?

MR. CHALLIES: None as yet.

On Section 1:

MR. SALSBERG: Mr. Chairman, on Section 1 of the Bill I intend to move an amendment to that section, it being only during consideration of Bills that I can do that. Before doing so, I would like to explain the purpose of the amendment.

As I have stated on a previous occasion, I believe our immediate concern is with the development of electrical power on the St. Lawrence, to which the development of the deep sea waterway is secondary. In so far as the development of power and the undertaking of these great projects are concerned, there is no question of going ahead with these, but when we speak of a deep sea waterway, it is my contention that neither the Dominion nor the Provincial Governments should design, let alone seek, the development of a joint waterway scheme, but rather that we should insist on the development of a Canadian



scheme exclusively; in other words that we do not seek partnership, but that we make known we desire no partnership and that the waterway be developed by the Government of Canada and operated by them exclusively.

The reason I advance this position is because we are confronted with a trend which I submit to this House will become increasingly more apparent to more and more people in this province and country as the months and the years go by.

MR. CHALLIES: Mr. Chairman, may I ask the hon. member a question?

MR. SALSBERG: Of course.

MR. CHALLIES: How can you build a dam on the International section of the St. Lawrence without co-operating with somebody on the United States side? That is a simple answer to your question. We have nothing whatever to do with the National section, and that is what the hon. member is talking about, a joint development of the National section.

MR. SALSBERG: No, I am talking about Bill No. 68, which deals with the ratification of an agreement between this Government and the Government of Canada. Is that not right?

MR. CHALLIES: All on the International Section.

MR. SALSBERG: No, it deals with the whole scheme.

MR. CHALLIES: It does not.

MR. SALSBERG: Yes it does, and it refers to the deep sea waterway, and I am concerned only with that part of the Bill which deals with the deep sea project.

MR. FROST (Prime Minister): Mr. Chairman, there is no use threshing over a lot of old straw, nor is there anything to be gained by making some proposal which is unworkable. The St. Lawrence River is an international stream. If the United States wants to take part in its development, what is the good of moving an amendment here that the United States should be excluded from it? We might as well save time. I think we have put the case fairly. Here is the position: If the United States wants to come into this scheme, we, of course, must welcome them as partners. They are partners with us on this Continent and, of course, we must welcome them. On the other hand, if the United States does not want to come in, then we only ask them to facilitate our going ahead alone. For the hon. member for St. Andrew to move an amendment that we should go ahead ourselves and leave the United States out, is so futile and silly that it does not do any good. I would suggest that we get on with business.

MR. SALSBERG: Mr. Chairman, it is regrettable that there is this difference of approach. I may say that such publication as The Toronto

Globe, when speaking about this problem a little while ago, said editorially that in a way they wished the United States would not come in as partners.

MR. FROST (Prime Minister): That may be, but, after all, it is not what we wish; we have to look at facts. If the United States Government wants to come in, we have to enter into a joint agreement, and I think we would be glad to enter into a joint agreement with them.

MR. SALSBERG: That is the opinion of the hon. Prime Minister.

MR. FROST (Prime Minister): The hon. member's objection to the United States arises from the fact that at the present time he does not like the United States. If that country had not sent troops to Korea, and were not doing certain other things, then he would be all in favour of doing as we suggest. It used to be that the hon. member for St. Andrew talked about British Imperialism; now it is American Imperialism. Let us stay out of international affairs and get down to the affairs of Ontario for a while.

MR. SALSBERG: Mr. Chairman, unfortunately we are dealing with an international matter in this Bill, so we are quite properly in order when we speak of international affairs. I want to make a correction. I have no animosity towards the United States; I may have very strong opposition to

the present policies of the group which heads the United States. That has nothing to do with the United States.

MR. PORTER: But it seems to bias your outlook.

MR. SALSBERG: In so far as the word "Imperialism" is concerned -- which has been brought in -- may I remind the hon. Prime Minister that there was a time when the question of British Imperialism was a very lively one in this country, long before most of us in this House were born. Times do change, of course. There was a time when there were powerful sections of this country of ours that felt they should even revolt, and they did, and one of them has his picture in the hallway outside this Chamber because he became the first Mayor of the City of Toronto. He then gave to this country a grandson who became a Prime Minister.

MR. CHAIRMAN: Order.

MR. SALSBERG: Let us not go into that question. It was the hon. Prime Minister who raised it.

MR. CHAIRMAN: Please stick to the Bill.

MR. SALSBERG: I am, Mr. Chairman. It was the hon. Prime Minister who spoke about British Imperialism and American Imperialism. While I do not like American Imperialism, I do like the American people, but I do think that at this time

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there is far more trouble in store for the world from that quarter than from London, and I believe that time will show my fears in this regard are well founded.

(Take "G" follows)

I, therefore, move, Mr. Chairman, that Section 1 of Bill No.68, "An Act to Approve an Agreement between Canada and Ontario respecting the generation of electrical power in the International Section of the St. Lawrence River," be amended by adding the following words:

"Except that all references to deep waterways in the schedules to this Act shall be understood as referring to an all-Canadian waterway scheme undertaken and developed and administered entirely by Canada, in the interest of the Canadian people."

Amendment negatived.

Sections 1 to 3 inclusive, agreed to.

Schedule agreed to.

HON. L. M. FROST (Prime Minister): The Bill will be held over, and not reported, as I understand one of the hon. members opposite desires to speak on it.

DEVELOPMENT OF POWER
ON ST. LAWRENCE RIVER.

CLERK OF THE HOUSE: 13th Order, House in Committee on Bill No.69, "An Act respecting the Development of Power in the International Rapids Section of the St. Lawrence River", Mr. Challies.

Sections 1 to 14 inclusive, agreed to.

HON. L. M. FROST (Prime Minister): That Bill also may be held over. If there are any Bills which it is desirable to be held over, if you will advise me, that may be done.

THE TRUSTEES ACT

CLERK OF THE HOUSE: 3rd Order, House in

The first of these is the fact that the
 system is not a simple one, but a complex
 one, involving many different factors, and
 the second is the fact that the system is
 not a static one, but a dynamic one, and
 the third is the fact that the system is
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 one, and the fifth is the fact that the
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 tenth is the fact that the system is not
 a uniform one, but a non-uniform one,

Committee on Bill No.74, "An Act to amend the Trustees Act", Mr. Porter.

Sections 1 and 2 agreed to.

Bill No.74 reported.

THE LOAN AND TRUST CORPORATIONS ACT

CLERK OF THE HOUSE: 4th Order, House in Committee on Bill No.89, "An Act to amend The Loan and Trust Corporations Act," Mr. Porter..

HON. L. M. FROST (Prime Minister): Has the hon. Leader of the Opposition (Mr. Oliver) any objection to taking up the Bills introduced by the hon. Minister of Agriculture (Mr. Kennedy)? They have all been "through the wringer" several times, and should not require much further discussion.

MR. F. OLIVER (Leader of the Opposition): I think they can go, Mr. Chairman.

THE AGRICULTURAL COLLEGE ACT

CLERK OF THE HOUSE: 5th Order; House in Committee on Bill No.55, "An Act to amend The Agricultural College Act", Mr. Kennedy.

Sections 1 to 4 inclusive, agreed to.

Bill No.55 reported.

THE MILK CONTROL ACT

CLERK OF THE HOUSE: 6th Order, House in Committee on Bill No.100, "An Act to amend The Milk Control Act", Mr. Kennedy.

Sections 1 to 8 inclusive, agreed to.

Bill No.100 reported.

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THE MILK AND CREAM ACT

CLERK OF THE HOUSE: House in Committee on Bill No.119, "An Act to amend The Milk and Cream Act", Mr. Kennedy.

MR. F. OLIVER (Leader of the Opposition): Before this Bill is considered, Mr. Chairman, may I say that yesterday in the Agricultural Committee, it was the unanimous opinion --

MR. FROST: The Bill was introduced to-day, when we were out of the House.

MR. OLIVER: Very well.

Sections 1 to 5 inclusive, agreed to.

Bill No.119 reported.

HOMES FOR THE AGED ACT

CLERK OF THE HOUSE: 14th Order, House in Committee on Bill No.64, "An Act to amend The Homes for the Aged Act", Mr. Goodfellow.

HON. DANA PORTER (Attorney-General): Mr. Chairman, I move that Section 1 of the Bill be struck out, and the following substituted therefor:

"Clause (a) of subsection 4 of section 9 of the Homes for the Aged Act is repealed, and the following substituted therefor:

'(a) an authorization in the prescribed form signed by the head of the council of a city, town, village or township, or in a county in which the county council has designated the warden to sign such authorizations, by the warden, or in a city, having a population of not less than 100,000, by such member of the council as the mayor has designated, or where the person resides in unorganized territory, by the provincial welfare administrator of the district."

MR. W. J. GRUMMETT: That is exactly as we have it here.

MR. PORTER: I did not realize it was reprinted. However, I move the amendment.

Motion agreed to.

Sections 1 and 2 agreed to.

Bill No.64 reported.

(Take "H" follows)

MR. GRUMMETT: In that connection, Mr. Chairman, there were other Bills here which had amendments that were passed today.

MR. PORTER: Of course, those were Bills which came back from some Committee. I think that is the explanation.

THE DAIRY PRODUCTS ACT

CLERK OF THE HOUSE: 8th Order, House in Committee on Bill No. 120, "An Act to amend the Dairy Products Act."

Sections 1 to 6 inclusive agreed to.

Bill No. 120 reported.

OLD AGE ASSISTANCE ACT, 1951

CLERK OF THE HOUSE: 15th Order, House in Committee on Bill No. 65, "An Act to amend the Old Age Assistance Act, 1951."

MR. OLIVER: I would like that one to be held, Mr. Chairman.

MR. FROST (Prime Minister): All right, hold that one.

THE PUBLIC LIBRARIES ACT

CLERK OF THE HOUSE: 16th Order, House in Committee on Bill No. 76, "An Act to amend the Public Libraries Act."

Sections 1 to 5 inclusive agreed to.

Bill No. 76 reported.

DEPARTMENT OF MUNICIPAL AFFAIRS ACT

CLERK OF THE HOUSE: 19th Order, House in Committee on Bill 85, "An Act to amend the Department of Municipal Affairs Act."

Sections 1 to 7 inclusive agreed to.

Bill No. 85 reported.

ONTARIO MUNICIPAL BOARD ACT

CLERK OF THE HOUSE: 20th Order, House in Committee on Bill No. 86, "An Act to amend the Ontario Municipal Board Act."

Sections 1 to 3 inclusive agreed to.

On Section 4:

MR. HOUCK: Mr. Chairman, may I ask the hon. Minister (Mr. Dunbar), is there any intention of increasing the size of the Municipal Board?

MR. DUNBAR: No, there has been no change in the past year.

MR. HOUCK: How many members are there now?

MR. DUNBAR: Seven. I suppose you read a report in the Press of Mr. Near being superannuated last year, and that he passed on just a few days ago.

MR. HOUCK: He was a very good man.

Section 4 agreed to.

Section 5 agreed to.

Bill No. 86 reported.

MR. DUNBAR: Pardon me, Mr. Chairman. I do not like to give a wrong statement to the House. In Mr. Near's place, since he was superannuated, is

Mr. Yeates, a lawyer from Timmins. That is an addition since last year. I thought it was prior, but it was not. However, it did not increase the number.

MR. GRUMMETT: The number remains the same?

MR. DUNBAR: Yes.

CONSERVATION AUTHORITIES ACT

CLERK OF THE HOUSE: 21st Order, House in Committee on Bill No. 88, "An Act to amend The Conservation Authorities Act."

MR. OLIVER: I think we had better leave that one, Mr. Chairman, if you will.

MR. FROST (Prime Minister): All right.

BOARDS OF EDUCATION ACT

CLERK OF THE HOUSE: 22nd Order, House in Committee on Bill No. 117, "An Act to amend The Boards of Education Act."

Sections 1 to 3 inclusive agreed to.

Bill No. 117 reported.

THE HIGH SCHOOLS ACT

CLERK OF THE HOUSE: 23rd Order, House in Committee on Bill No. 118, "An Act to amend The High Schools Act."

On Section 1:

MR. OLIVER: Subsection (2) of Section 1; does that conflict with the measure the hon. Minister of Education (Mr. Dunlop) introduced today?

MR. DUNLOP: No, Mr. Chairman; it is

exactly the same definition. We require to have them in both Acts.

Section 1 agreed to.

Sections 2 to 9 inclusive agreed to.

Bill No. 118 reported.

PROVINCIAL LAND TAX ACT

CLERK OF THE HOUSE: 24th Order, House in Committee on Bill No. 121, "An Act to amend The Provincial Land Tax Act."

Sections 1 to 4 inclusive agreed to.

Bill No. 121 reported.

PUBLIC LANDS ACT

CLERK OF THE HOUSE: 25th Order, House in Committee on Bill No. 122, "An Act to amend the Public Lands Act."

MR. OLIVER: Mr. Chairman, I believe we should not go further in this way. The Ministers responsible for the Bills are not in the House.

MR. PORTER: Has the hon. Leader of the Opposition some questions? We will hold it over if it is desired to ask some questions.

MR. OLIVER: I think we should hold it over until the hon. Minister is here.

MR. PORTER: If the hon. member has no questions, why hold it over?

MR. OLIVER: How do we know we have no questions?

MR. PORTER: We will hold it over, then.

THE DRUGLESS PRACTITIONERS ACT

CLERK OF THE HOUSE: 27th Order, House in Committee on Bill No. 75, "An Act to amend the Drugless Practitioners Act."

Sections 1 and 2 agreed to.

Bill No. 75 reported.

THE SANATORIA FOR CONSUMPTIVES ACT

CLERK OF THE HOUSE: 29th Order, House in Committee on Bill No. 101, "An Act to amend the Sanatoria for Consumptives Act."

On Section 1:

MR. OLIVER: May I ask the hon. Minister what the increases have been and what they were before these increases took place?

MR. PHILLIPS: Mr. Chairman, there was a variation but the average was \$30 to \$40 per burial.

Section 1 agreed to.

Sections 2 to 4 inclusive agreed to.

Bill No. 101 reported.

THE PUBLIC HEALTH ACT

CLERK OF THE HOUSE: 30th Order, House in Committee on Bill No. 102, "An Act to amend The Public Health Act."

Sections 1 to 7 inclusive agreed to.

Bill No. 102 reported.

THE MEDICAL ACT

CLERK OF THE HOUSE: 31st Order, House in

Committee on Bill No. 107, "An Act to amend the Medical Act."

Sections 1 and 2 agreed to.

Bill No. 107 reported.

THE MENTAL HOSPITALS ACT

CLERK OF THE HOUSE: 35th Order, House in Committee on Bill No. 115, "An Act to amend The Mental Hospitals Act."

On Section 1:

MR. SALSBERG: Mr. Chairman, I would like to ask the hon. Minister of Health -- I do not think we had a discussion on it on second reading -- whether this Bill is meant to cover such new developments as were spoken of in regard to the hospital at St. Catharines,

The reason I ask is because I, at least, got the impression from what the hon. Minister said on that subject during the Debate on the Speech from the Throne that here we were confronted with a new development which we did not have before, namely the establishment of psychiatric units in hospitals, which would be an advance. The Bill itself seems to restrict these new services only for purposes of detention, that is, as a temporary detention of mentally disturbed people, prior to their going to a larger hospital.

In that case they could hardly be considered as hospitals where the mentally sick would be cured or assisted, but where they would be detained.

(Take "I" follows)

MR. PHILLIPS: I think the hon. member for St. Andrew (Mr. Salsberg) is confused between a psychiatric unit and a detention ward. A psychiatric unit is simply for patients who may come to the hospital of their own free will and accord. In a hospital such as St. Catherines, we may have one or two detention wards, depending on how many are needed there, or in other parts of the country which are a long distance from a mental institution. They are for a different purpose altogether.

MR. W. L. HOUCK (Niagara Falls): Mr. Chairman, may I ask the hon. Minister (Mr. Phillips), if a patient is admitted to a detention ward, he or she does not have to have a certificate signed by two doctors?

MR. PHILLIPS: That is true, Mr. Chairman, as a matter of fact, there is no certification. They are sent there by their own family doctor and if there need be any certification, it only requires his certificate.

MR. W. J. GRUMETT (Cochrane South):
I am thinking of the difficulty we have had in northern Ontario, where a patient is picked up on Saturday by the police and the magistrate does not sit in the community again until the following Friday. What arrangements could be made to place that patient in

the detention ward? As I understand the Bill, it provides for the detention of a patient in the ward, after the magistrate has given his decision on the case, pending transfer of that patient to a mental hospital. It prevents them going to jail, as we have experienced in the past. In northern Ontario, they have been remanded to jail for two or three weeks at a time, before they are transferred to a mental hospital.

MR. PHILLIPS: The whole purpose of these detention wards is so the doctor may have the patient held in the detention ward during the waiting period, both before the magistrate's action and after.

Sections 1 to 4 inclusive agreed to.

Bill No. 115 reported.

: PUBLIC HOSPITALS ACT

CLERK OF THE HOUSE: Thirty-sixth order, House in Committee on Bill No. 116. "An act to amend the Public Hospitals Act." Mr. Phillips.

Sections 1 to 10 agreed to.

Bill No. 116 reported.

PUBLIC TRUSTEE ACT

CLERK OF THE HOUSE: Thirty-seventh order, House in Committee on Bill No. 128, "An Act to amend the Public Trustee Act". Mr. Porter.

Sections 1 to 3 inclusive agreed to.

Bill No. 128 reported.

MORTGAGES ACT

CLERK OF THE HOUSE: Thirty-eighth order, House in Committee on Bill No. 130, "An Act to amend the Mortgages Act". Mr. Porter.

Sections 1 and 2 agreed to.

Bill No. 130 reported.

HON. L. M. FROST (Prime Minister): Mr. Chairman, I move the Committee do now rise and report certain Bills without amendment and progress on two Bills.

Motion agreed to.

The House resumed, Mr. Beckett in the Chair.

MR. A. W. DOWNER (Dufferin-Simcoe): Mr. Speaker, the Committee of the Whole House begs to report certain Bills with and certain Bills without amendments, progress on two Bills, begs leave to sit again and move the adoption of the report.

Motion agreed to.

HON. L. M. FROST (Prime Minister): Mr. Speaker, on Monday, we will call the estimates of the Department of Welfare, and on Tuesday, the estimates for Lands and Forests. That leaves Planning and Development, Reform Institutions and Treasury, and we will have to be prepared to take them at any time we can. On Monday and Tuesday, whatever time is available will be utilized on Bills, and also continue Debate on the Budget.

There are, also, I think, some resolutions to take care of.

I want to move the traditional motion to meet at 2:00 o'clock on Monday afternoon. I might say hon. members will have to be in readiness for night Sessions on Monday, Tuesday and Wednesday. If I can relieve you of that, I will do it, but it all depends on the progress we make.

I beg to move, seconded by Mr. Porter, that when this House adjourns the present sitting thereof, it do stand adjourned until 2:00 o'clock on Monday afternoon, and the provision of Rule No. 2 of the Assembly be suspended insofar as this motion is concerned.

Motion agreed to.

HON. L. M. FROST: Mr. Speaker, I move the adjournment of the House.

Motion agreed to.

The House adjourned at 4:40 of the clock, p.m.

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